GORDY ROAD ESTATES

CITY OF FORT PIERCE, FLORIDA

TRAFFIC IMPACT ANALYSIS

PREPARED FOR:
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Prepared by:

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Revised November 14, 2025
October 27, 2025

JUAN F. ORTEGA
LICENSE
No. 63422
Digitally signed by Juan F Ortega
Date: 2025.11.14 11:58:36 +12'00'
STATE OF FLORIDA
PROFESSIONAL ENGINEER

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1. INTRODUCTION

JFO Group Inc. has been retained to prepare a traffic impact analysis to determine compliance with the *St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie* for the Gordy Road Estates PD project. The subject property is located west of Florida's Turnpike and south of Okeechobee Road, and is currently in the process of annexation into the City of Fort Pierce, Florida.

Figure 1: Project Location

Parcel Control Numbers associated with this project are 2326-434-0000-000-0, 2326-413-0000-000-5, and 2326-413-0001-000-2. Exhibit 1 includes information from the Saint Lucie County Property Appraiser's office for the parcels included in the proposed site plan. Figure 1 shows an aerial location of the site in relation to the transportation network.

The subject property is proposing a Future Land Use Designation of Low Density Residential (RL) with a Zoning designation of Planned Development (PD). The Gordy Road Estates PD project is proposing 369 single family homes and 146 townhomes. Exhibit 2 includes a copy of a conceptual site plan. Project build-out is expected in the year 2030.

2. TRIP GENERATION

Project traffic potentially generated by the proposed project was calculated using the Institute of Transportation Engineers (ITE) publication *Trip Generation Manual, 11th Edition.* When fitted curve equations were not available, weighted average rates were used. Similarly, when data plots had at least 20 data points and a fitted curve equation with an R^2 of at least 0.75, fitted curve equations were used. Exhibit 3 includes an excerpt from the ITE Trip Generation manual for the trip generation rates used in this analysis.

Table 1 shows the rates used in order to determine the trip generation for Daily, AM, and PM peak hour conditions. As part of a conservative analysis and for simplification purposes, no traffic credit was taken for vested uses on the subject site.

Table 1: Trip Generation Rates

Land Use	ITE Code	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family Detached	210	LN(T)=0.92 LN(X)+2.68	26%	74%	LN(T)=0.91 LN(X)+0.12	63%	37%	LN(T)=0.94 LN(X)+0.27
Townhomes	220	T = 6.41(X) + 75.31	24%	76%	T = 0.31(X) + 22.85	63%	37%	T = 0.43(X) + 20.55

According to Table 2, the net Daily, AM and PM peak hour trips potentially generated due to the planned development are 4,365, 312 (79 In/233 Out) and 422 (266 In/156 Out) trips respectively.

Table 2: Trip Generation

Land Use	Intensity	Daily Traffic	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Single Family	369 DUs	3,354	63	181	244	214	125	339
Townhomes	146 DUs	1,011	16	52	68	52	31	83
Net Proposed Traffic		***4,365***	***79***	***233***	***312***	***266***	***156***	***422***

3. EXISTING CONDITIONS

Okeechobee Road is the major roadway serving as primary access to the project. It consists of a four (4) lane divided road in the project vicinity.

4. BACKGROUND TRAFFIC

The University of Florida's Bureau of Economic and Business Research (BEBR) from the College of Liberal Arts and Sciences calculates population projections for Florida and Its Counties. Table 3 includes the St. Lucie County BEBR growth rates for Year 2030 based on data included in the BEBR Bulletin 198 from January 2024. Exhibit 4 includes the applicable excerpts from the BEBR bulletin.

Table 3: 2025 UF-BEBR Growth Rate

County	BEBR Population Estimate April 1, 2023	BEBR Population Projections (April 1)		2030
		Range	2030	
St. Lucie	368,628	Low	381,600	0.44%
		Medium	423,900	1.88%
		High	466,300	3.31%

In order to provide a conservative analysis, the BEBR medium growth rate (1.88%) was used in this analysis to determine background traffic on the transportation network.

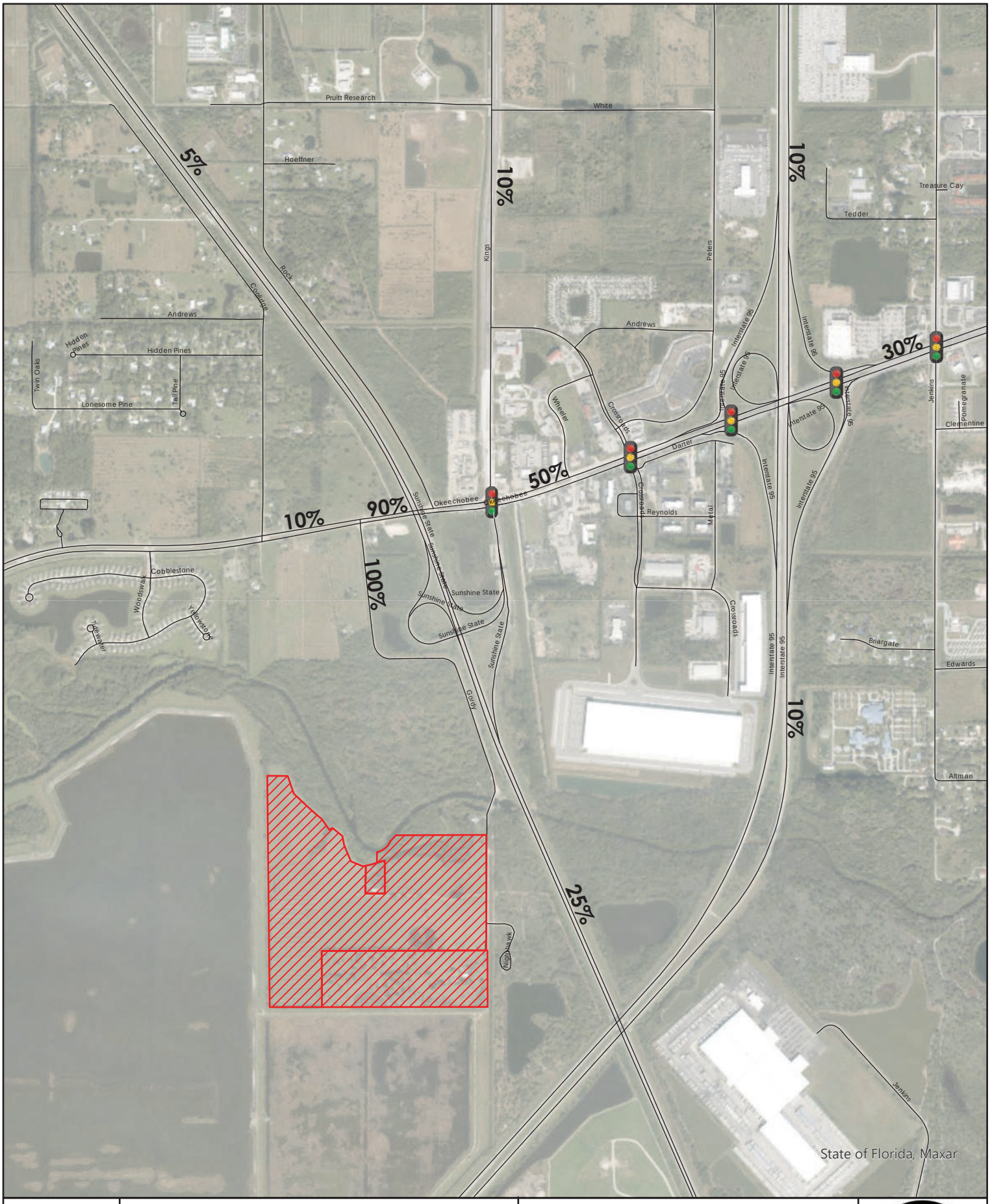
5. TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution and assignment incorporates the characteristics of the proposed development as well as the surrounding network configuration. Figure 2 shows the project trip distribution for all roadway links in the project vicinity, as well as the signalized intersections.

Table 4: Project Impact

Roadway	From	To	Lanes	Context Class	LOS	Traffic Assignment	Project Traffic	Project Impact
Okeechobee Rd	McCarty Rd to Gordy Rd		2	C3R	1,850	10%	27	1.46%
Okeechobee Rd	Gordy Rd to Florida's Turnpike		2	C3R	1,850	90%	239	12.92%
Okeechobee Rd	Florida's Turnpike to Kings Hwy		2	C3C	1,810	60%	160	8.84%
Okeechobee Rd	Kings Hwy to Crossroads Pkwy		3	C3C	2,680	50%	133	4.96%
Okeechobee Rd	Crossroads Pkwy to I-95		3	C3C	2,680	50%	133	4.96%
Okeechobee Rd	I-95 to Jenkins Rd		3	C3C	2,680	30%	80	2.99%
Okeechobee Rd	Jenkins Rd to Mcneil Rd		3	C3C	2,680	20%	53	1.98%
Okeechobee Rd	Mcneil Rd to Virginia Ave		3	C4	2,810	10%	27	0.96%
Florida's Turnpike	Port St Lucie Blvd to Okeechobee Rd		2	LA	3,790	25%	67	1.77%
Florida's Turnpike	Okeechobee Rd to Indian River C.L.		2	LA	3,790	5%	13	0.34%
Kings Hwy	Okeechobee Rd to Crossroads Pkwy		2	C3C	1,810	10%	27	1.49%
Kings Hwy	Crossroads Pkwy to Graham Rd		2	C2	2,910	10%	27	0.93%
Kings Hwy	Graham Rd to Picos Rd		2	C2	2,910	10%	27	0.93%
Kings Hwy	Picos Rd to Orange Ave		2	C3C	1,810	10%	27	1.49%
I-95	Midway Rd to Okeechobee Rd		3	LA	5,610	10%	27	0.48%
I-95	Okeechobee Rd to Orange Ave		4	LA	7,440	10%	27	0.36%
Jenkins Rd	Edwards Rd to Okeechobee Rd		1	SLC	880	10%	27	3.07%
Jenkins Rd	Okeechobee Rd to Graham Rd		1	SLC	920	10%	27	2.93%
Mcneil Rd	Okeechobee Rd to Kirby Loop Rd		1	SLC	790	5%	13	1.65%

Peak-Hour Peak-Direction = 266 Trips


Pruitt Research
White
Hoeffner
Treasure Cay
Tedder
Andrews
Hidden Pines
Twin Oaks
Lonesome Pine
Tall Pine
Rock
Collidge
Kings
Peters
Wheeler
Crossroads
Darter
Okeechobee
Reynolds
Metal
Interstate 95
Jenkins
Pomegranate
Clementine
Cobblestone
Woodwalk
Yellowwood
Yakwater
Sunshine State
Gordy
Crossroads
Briargate
Edwards
Altman
5%
10%
90%
50%
30%
100%
25%
State of Florida, Maxar
Project Site
0.15 0.07 0 0.15 0.3 0.45 0.6
Miles
Figure 2 :
Traffic Assignment
GORDY ROAD ESTATES
JFO GROUP INC

As can be seen in Table 4, the project impact to the first connection to the Major Road Network will consume more than one percent (1%) of the peak-hour peak-direction capacity while in the remaining Major Roadway Segments, Okeechobee Road from Florida's Turnpike to I-95 will consume more than five percent (5%).

Exhibit 5 includes excerpts from the St. Lucie Transportation Planning Organization 2025 Traffic Counts and Level of Service Report and the 2023 Multimodal Quality/Level of Service Handbook used in this analysis. Table 5 includes Level of Service analysis on the significantly impacted links as required by the *St Lucie TPO Standardized Traffic Impact Studies (TIS) Methodology and Procedures for St Lucie County, City of Fort Pierce and the City of Port St Lucie*. As shown in Table 5, the significantly impacted links will be expected to meet the adopted service volume at project buildout.

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Table 5: Peak Hour Link Analysis

Road	From	To	Ln	2024 Traffic		2030 Background Traffic[1]		Project Assignment	Project Traffic		Total Traffic With Project		Peak Direction Service Volume	Meets peak direction LOS?
				AM	PM	AM	PM		AM	PM	AM	PM		
Okeechobee Rd	McCarty Rd to Gordy Rd		2	570	663	637	741	10%	23	27	660	768	1,850	YES
	Gordy Rd to Florida's Turnpike		2	570	663	637	741	90%	210	239	847	980	1,850	YES
	Florida's Turnpike to Kings Hwy		2	1,128	1,221	1,261	1,365	60%	140	160	1,401	1,525	1,810	YES
	Kings Hwy to Crossroads Pkwy		3	1,128	1,221	1,261	1,365	50%	117	133	1,378	1,498	2,680	YES
	Crossroads Pkwy to I-95		3	1,123	1,721	1,256	1,924	50%	117	133	1,373	2,057	2,680	YES

Peak Hour-Peak Direction	
AM	PM
233	266

[1] Calculated GR = 1.88%. See Table 3.

6. DRIVEWAY ANALYSIS

The Gordy Road Estates PD development is proposing one (1) full driveway on Gordy Road. According to the National Cooperative Highway Research Program (NCHRP) Report 457, a left-turn lane is recommended on the unstopped approach of any intersection when the combination of intersection volumes intersect above or to the right of the appropriate trend line shown in Figure 2-5 of the NCHRP Report. Likewise, the October 2023 FDOT Access Management Guidebook includes recommended guidelines for exclusive right-turn lanes to unsignalized driveways based on the NCHRP Report 457, *Evaluating Intersection Improvements: An Engineering Study Guide, Chapter 2 – Add a Right-Turn Bay on the Major Road*.

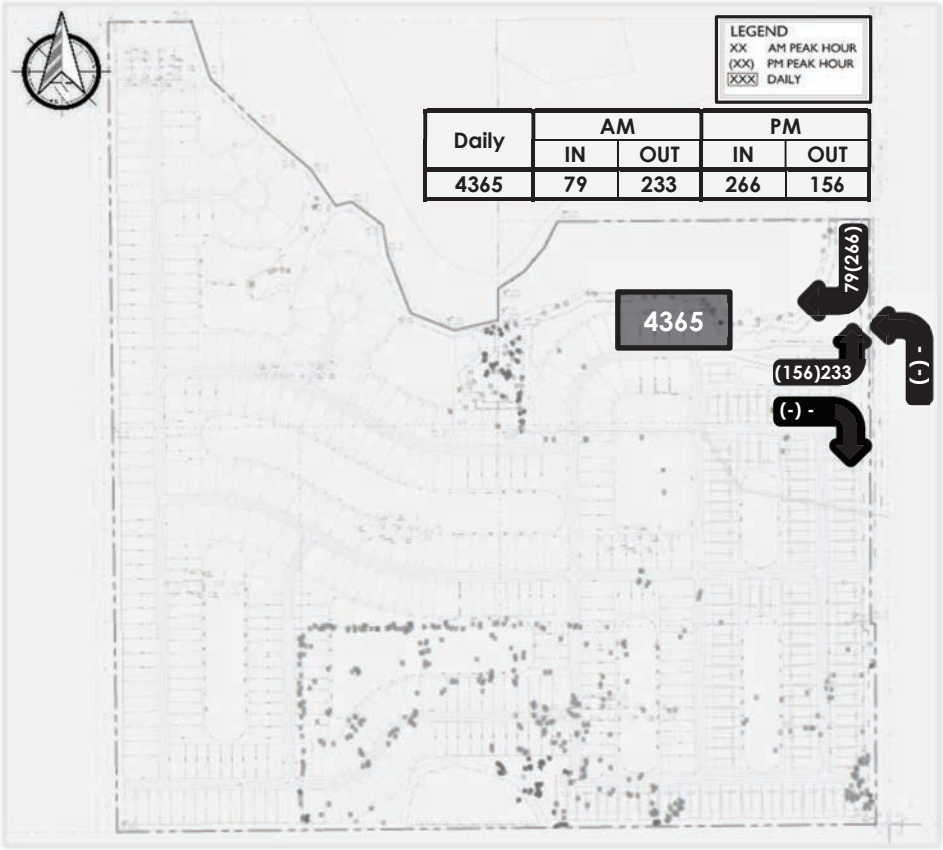

Figure 3: Project Driveway Volumes

Figure 3 provides Daily, AM and PM peak hour driveway volumes for the Gordy Road Estates PD Property project. Based on the information presented in this figure, NCHRP Reports 457 and 420, additional turn lanes are not warranted. Exhibit 7 includes right-turn lane requirements.

7. INTERSECTION ANALYSES

As required by FDOT in the conceptual approval letter that allows the project to connect to Okeechobee Road, AM and PM intersection operational analysis were carried out at the intersections of Okeechobee Road & Gordy Road, and Okeechobee Road & Rock Road.

Table 6: Intersection Analyses

MOEs		Okeechobee Road & Gordy Road											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Volume	**-**	**576**	**10**	**85**	**364**	**-**	**23**	**-**	**213**	**-**	**-**	**-**
	95% Queue Length	-	-	-	0.3	-	-	2.2	-	-	**-**	**-**	**-**
	Control Delay (s/veh)	-	-	-	9.1	-	-	16.0	-	-	**-**	**-**	**-**
	Level of Service (LOS)	-	-	-	A	-	-	C	-	-	**-**	**-**	**-**
	Volume/Capacity	-	-	-	0.093	-	-	0.435	-	-	**-**	**-**	**-**
	Overall LOS	A											
PM	Volume	**-**	**514**	**28**	**286**	**586**	**-**	**20**	**-**	**141**	**-**	**-**	**-**
	95% Queue Length	-	-	-	1.3	-	-	2.4	-	-	**-**	**-**	**-**
	Control Delay (s/veh)	-	-	-	10.2	-	-	23.0	-	-	**-**	**-**	**-**
	Level of Service (LOS)	-	-	-	B	-	-	C	-	-	**-**	**-**	**-**
	Volume/Capacity	-	-	-	0.302	-	-	0.462	-	-	**-**	**-**	**-**
	Overall LOS	A											
MOEs		Okeechobee Road & Rock Road											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
AM	Volume	**9**	**1001**	**-**	**-**	**577**	**12**	**-**	**-**	**-**	**10**	**-**	**4**
	95% Queue Length	0	-	-	-	-	-	-	-	-	0.2	-	-
	Control Delay (s/veh)	8.8	-	-	-	-	-	-	-	-	21.3	-	-
	Level of Service (LOS)	A	-	-	-	-	-	-	-	-	C	-	-
	Volume/Capacity	0.01	-	-	-	-	-	-	-	-	0.062	-	-
	Overall LOS	A											
PM	Volume	**4**	**732**	**-**	**-**	**1053**	**22**	**-**	**-**	**-**	**8**	**-**	**7**
	95% Queue Length	0	-	-	-	-	-	-	-	-	0.3	-	-
	Control Delay (s/veh)	10.9	-	-	-	-	-	-	-	-	28.2	-	-
	Level of Service (LOS)	B	-	-	-	-	-	-	-	-	D	-	-
	Volume/Capacity	0.007	-	-	-	-	-	-	-	-	0.093	-	-
	Overall LOS	A											

Exhibit 8 includes a copy of the FDOT conceptual approval. Exhibit 9 includes a copy of the signal warrant analysis at the intersection of Okeechobee Road and Gordy Road as required by FDOT. Exhibit 10 includes the synchro files and results associated with the analyzed intersections. Table 6 summarizes the Synchro results for the analyzed intersections.

8. CONCLUSIONS AND RECOMMENDATIONS

The Gordy Road Estates PD project is located west of Florida's Turnpike and south of Okeechobee Road, and is currently in the process of annexation into the City of Fort Pierce, Florida. The subject property is proposing a Future Land Use Designation of Low Density Residential (RL) with a Zoning designation of Planned Development (PD). The Gordy Road Estates PD project is proposing 369 single family homes and 146 townhomes.

The proposed project will likely generate 4,365 daily trips where 312 (79 In/233 Out) trips will occur during the AM peak hour and 422 (266 In/156 Out) during the PM peak hour. The project's first connection to the Major Road Network is on Okeechobee Road between McCarty Road and Florida's Turnpike. There is an existing westbound left turn at the proposed connection (Gordy Road) to Okeechobee Road that will remain and improve as required by FDOT. An additional westbound right turn lane will be warranted at project buildout.

It is recommended that the westbound left-turn lane at Okeechobee Road and Gordy Road be reconstructed to provide 325 feet of storage with a 50-foot taper, or as otherwise required by FDOT. Similarly, the eastbound left-turn lane at Okeechobee Road and Rock Road should be modified to accommodate 300 feet of storage with a 50-foot taper, or as required by FDOT. In addition, an eastbound right-turn lane at Okeechobee Road and Gordy Road is recommended, consisting of 300 feet of storage and a 50-foot taper.

At the time this traffic analysis was prepared, the *St Lucie TPO Transportation Improvement Program (TIP) - FY 2024/25 - FY 2028/2029* shows resurfacing improvements along Okeechobee Road from Ideal Holding Road to Rock Road.

The proposed Gordy Road Estates PD Property project has been evaluated in accordance with the *St. Lucie TPO Standardized Traffic Impact Study (TIS) Methodology and Procedures for St. Lucie County, the City of Fort Pierce, and the City of Port St. Lucie*. The analysis demonstrates that the proposed development will operate within the adopted Level of Service (LOS) standards on the roadway links significantly impacted by the project.

EXHIBIT 1: PROPERTY APPRAISER

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Property Identification

Site Address: 3725 GORDY RD
Map ID: 23/26S

Parcel ID: 2326-434-0000-000-0
Zoning: AG-1 Count

Account #: 14343
Use Type: 6000

Sec/Town/Range: 26/35S/39E
Jurisdiction: Saint Lucie County

Ownership

Varn Groves Inc

PO Box 550
Fort Pierce, FL 34954-0550

Legal Description

26 35 39 S 1/2 OF SE 1/4 OF SE 1/4 AND SE 1/4 OF SW 1/4 OF SE 1/4-LESS E 44.5 FT FOR CANAL R/W- (30.80 AC) (OR 317-2428)

Current Values

Just/Market:	$1,141,240	Assessed:	$277,530
Exemptions:	$0	Taxable:	$277,530

Historical Values 3-year

Year	Just/Market	Assessed	Exemptions	Taxable
2024	$1,141,240	$277,530	$0	$277,530
2023	$1,153,040	$253,020	$0	$253,020
2022	$1,040,620	$230,739	$0	$230,739

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
10-01-1979	0317 / 2428	XX00	CV		$190,000
10-01-1975	0244 / 2791	XX00	CV		$86,000

Primary Building Information

Finished Area of this building: 2,314 SF
Gross Sketched Area: 3,467 SF

Exterior Data

View:	Roof Cover: Metal	Roof Structure: Gable	Building Type: SFAV
Year Built: 1957	Frame:	Grade: SFAV-Avg	Effective Year: 1977
Primary Wall: Conc Block	Story Height: 1 Story	No. Units: 1	Secondary Wall:

Interior Data

Bedrooms: 0	A/C %: 100%	Electric: AVERAGE	Primary Int Wall:
Full Baths: 2	Heated %: 100%	Heat Type: FrcdHotAir	Avg Hgt/Floor: 0
Half Baths: 0	Sprinkled %: 0%	Heat Fuel: ELEC	Primary Floors: Hardwood

Total Areas

Finished/Under Air (SF):	3,082
Gross Sketched Area (SF):	5,671
Land Size (acres):	30.8
Land Size (SF):	1,341,648
Total Building Count:	2

Special Features and Yard Items

Type	Qty	Units	Year Blt
UTILITY AVG	1	160	1999
Driv-Concret	1	400	2009

Property Identification

Site Address: 3605 GORDY RD	Parcel ID: 2326-413-0001-000-2	Account #: 14336	Sec/Town/Range: 26/35S/39E
Map ID: 23/26S	Zoning: AG-1 Count	Use Type: 6000	Jurisdiction: Saint Lucie County

Ownership

Hickory Branch Properties Inc

c/o Suzanne B Varn
1124 Coral St
Fort Pierce, FL 34982-7606

Legal Description

26 35 39 THAT PART OF SE 1/4 LYG SLY AND WLY OF TEN MILE CREEK MPDAF: N 1/2 OF SE 1/4 OF SE 1/4 AND NE 1/4 OF SW 1/4 OF SE 1/4 AND W 1/2 OF SW 1/4 OF SE 1/4 AND S 1/2 OF NE 1/4 OF SE 1/4 AND NW 1/4 OF SE 1/4- LESS THAT PART MPDAF: FROM NE COR OF SE 1/4 RUN S ALG SEC LI 1691.16 FT,TH N 79 07 00 W 507.9 FT, TH N 34 19 30 W 241.51 FT,TH S 89 37 10 W 611.83 FT, TH N 00 22 50 W 10 FT FOR POB; TH S 89 37 10 W 234.70 FT, TH N 01 13 10 E 335 FT TO S BANK OF OLD CREEK CHANNEL,TH N 87 49 10 E 73.58 FT,TH N 73 46 10 E 156.84 FT TO S BANK OF OLD CREEK CHANNEL, TH S 00 22 50 E 379.83 FT TO POB- AND LESS THAT PART MPDAF: FROM NW COR OF NW 1/4 OF SE 1/4 RUN E 284 FT FOR POB;TH S 18 E 205 FT,TH S 46 E 240 FT,TH S 49 15 E 175 FT,TH S 49 30 E 45 FT,TH S 34 15 E 150 FT,TH N 75 45 E 55 FT,TH S 53 E 133 FT,TH S 9 E 100 FT,TH S 21 E 215 FT,TH S 68 E 160 FT,TH N 77 15 E 143 FT TO E SIDE OF NW 1/4 OF SE 1/4,TH N TO 10 MILE CREEK,TH MEANDER 10 MILE CREEK NLY AND WLY TO N LI OF NW 1/4 OF SE 1/4,TH W TO POB- AND LESS CANAL AND RD R/W (93.66 AC) (OR 2138-947: 2279-1426)

Current Values

Just/Market:	$2,033,279	Assessed:	$33,957
Exemptions:	$0	Taxable:	$33,957

Historical Values 3-year

Year	Just/Market	Assessed	Exemptions	Taxable
2024	$2,033,279	$33,957	$0	$33,957
2023	$2,033,379	$34,057	$0	$34,057
2022	$1,867,122	$36,557	$0	$36,557

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
09-29-2004	2138 / 0947	XX02	WD	Varn Groves Inc	$100
01-01-1900					$0

Primary Building Information

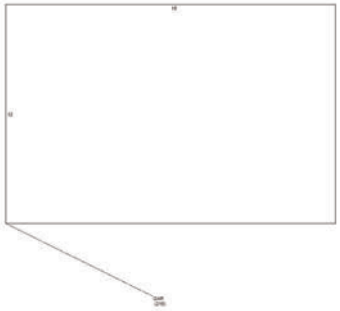
Finished Area of this building: 0 SF
Gross Sketched Area: 216 SF

Exterior Data

View:	Roof Cover: Sheet Metal	Roof Structure: Gable	Building Type: FarmPole
Year Built: 1984	Frame:	Grade: FarmPLA	Effective Year: 1984
Primary Wall:	Story Height: 1 Story	No. Units: 1	Secondary Wall:

Interior Data

Bedrooms: 0	A/C %: 0%	Electric:	Primary Int Wall:
Full Baths: 0	Heated %: 0%	Heat Type:	Avg Hgt/Floor: 0
Half Baths: 0	Sprinkled %: 0%	Heat Fuel:	Primary Floors:



Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	1,272
Land Size (acres):	93.66
Land Size (SF):	4,079,830
Total Building Count:	2

Special Features and Yard Items

Type	Qty	Units	Year Blt

Property Identification

Site Address: 3601 GORDY RD	Parcel ID: 2326-413-0000-000-5	Account #: 14340	Sec/Town/Range: 26/35S/39E
Map ID: 23/26S	Zoning: AG-1 Count	Use Type: 0100	Jurisdiction: Saint Lucie County

Ownership

Donald M Varn

3601 Gordy Rd
Fort Pierce, FL 34945-0000

Legal Description

26 35 39 THAT PART OF N 1/2 OF SE 1/4 MPDAF: FROM NE COR OF SE 1/4 RUN S ALG SEC LI 1691.16 FT, TH N 79 DEG 7 MIN W 507.9 FT, TH N 34 DEG 19 MIN 30 SEC W 241.51 FT, TH S 89 DEG 37 MIN 10 SEC W 611.83 FT, TH N 0 DEG 22 MIN 50 SEC W 10 FT FOR POB, TH S 89 DEG 37 MIN 10 SEC W 234.70 FT, TH N 1 DEG 23 MIN 10 SEC E 335 FT TO CONC MONU ON S BANK OF OLD CREEK CHANNEL, TH N 87 DEG 49 MIN 10 SEC E 73.58 FT, TH N 73 DEG 46 MIN 10 SEC E 156.84 FT TO CONC MONU ON S BANK OF OLD CREEK CHANNEL, TH S 0 DEG 22 MIN 50 SEC E 379.83 FT TO POB (1.83 AC)(OR 883-2345: 1376-2704: 3247-992)

Current Values

Just/Market:	$457,400	Assessed:	$146,701	Year	Just/Market	Assessed	Exemptions	Taxable
Exemptions:	$50,000	Taxable:	$96,701	2024	$457,400	$146,701	$50,000	$96,701
				2023	$427,900	$142,429	$50,000	$92,429
				2022	$425,200	$138,281	$50,000	$88,281

Historical Values 3-year

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
09-24-2010	3247 / 0992	0116	QC	Varn Donald M	$100
03-28-2001	1376 / 2704	XX01	WD	Varn Jean F	$85,000
12-21-1993	0883 / 2345	XX01	QC	Varn Jean F	$100

Primary Building Information

Finished Area of this building: 2,620 SF
Gross Sketched Area: 7,041 SF

Exterior Data

View:	Roof Cover: Metal	Roof Structure: Gable	Building Type: SFAV
Year Built: 1923	Frame:	Grade: SFAV-High	Effective Year: 1980
Primary Wall: Hardi Plank	Story Height: 2 Story	No. Units: 1	Secondary Wall:

Interior Data

Bedrooms: 4	A/C %: 100%	Electric: AVERAGE	Primary Int Wall:
Full Baths: 3	Heated %: 100%	Heat Type: FrcdHotAir	Avg Hgt/Floor: 0
Half Baths: 0	Sprinkled %: 0%	Heat Fuel: ELEC	Primary Floors: Carpet

Total Areas

Finished/Under Air (SF):	2,620
Gross Sketched Area (SF):	7,041
Land Size (acres):	1.83
Land Size (SF):	79,714.8
Total Building Count:	1

Special Features and Yard Items

Type	Qty	Units	Year Blt
POOL DK-AVG	1	1698	1976
POOL ENC-AVG	1	2274	1976
RES POOL AVG	1	576	1976

Property Identification

Site Address: 3605 GORDY RD	Parcel ID: 2326-413-0001-000-2	Account #: 14336	Sec/Town/Range: 26/35S/39E
Map ID: 23/26S	Zoning: AG-1 Count	Land Use Code: 6000	Jurisdiction: Saint Lucie County

Ownership

Hickory Branch Properties Inc
c/o Suzanne B Varn
1124 Coral St
Fort Pierce, FL 34982-7606

Legal Description

26 35 39 THAT PART OF SE 1/4 LYG SLY AND WLY OF TEN MILE CREEK MPDAF: N 1/2 OF SE 1/4 OF SE 1/4 AND NE 1/4 OF SW 1/4 OF SE 1/4 AND W 1/2 OF SW 1/4 OF SE 1/4 AND S 1/2 OF NE 1/4 OF SE 1/4 AND NW 1/4 OF SE 1/4- LESS THAT PART MPDAF: FROM NE COR OF SE 1/4 RUN S ALG SEC LI 1691.16 FT,TH N 79 07 00 W 507.9 FT, TH N 34 19 30 W 241.51 FT,TH S 89 37 10 W 611.83 FT, TH N 00 22 50 W 10 FT FOR POB; TH S 89 37 10 W 234.70 FT, TH N 01 13 10 E 335 FT TO S BANK OF OLD CREEK CHANNEL,TH N 87 49 10 E 73.58 FT,TH N 73 46 10 E 156.84 FT TO S BANK OF OLD CREEK CHANNEL, TH S 00 22 50 E 379.83 FT TO POB- AND LESS THAT PART MPDAF: FROM NW COR OF NW 1/4 OF SE 1/4 RUN E 284 FT FOR POB;TH S 18 E 205 FT,TH S 46 E 240 FT,TH S 49 15 E 175 FT,TH S 49 30 E 45 FT,TH S 34 15 E 150 FT,TH N 75 45 E 55 FT,TH S 53 E 133 FT,TH S 9 E 100 FT,TH S 21 E 215 FT,TH S 68 E 160 FT,TH N 77 15 E 143 FT TO E SIDE OF NW 1/4 OF SE 1/4,TH N TO 10 MILE CREEK,TH MEANDER 10 MILE CREEK NLY AND WLY TO N LI OF NW 1/4 OF SE 1/4,TH W TO POB- AND LESS CANAL AND RD R/W (93.66 AC) (OR 2138-947: 2279-1426)

Current Values

Just/Market:	$2,097,467	Assessed:	$33,857
Exemptions:	$0	Taxable:	$33,857

Historical Values 3-year

Year	Just/Market	Assessed	Exemptions	Taxable
2024	$2,033,279	$33,957	$0	$33,957
2023	$2,033,379	$34,057	$0	$34,057
2022	$1,867,122	$36,557	$0	$36,557

Sale History

Date	Book/Page	Sale Code	Deed	Grantor	Price
09-29-2004	2138/0947	XX02	WD	Varn Groves Inc	$100
01-01-1900	/				$0

Primary Building Information

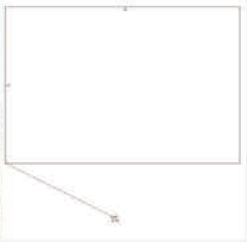
Finished Area of this building: 0 SF
Gross Sketched Area: 216 SF

Exterior Data

View:	Roof Cover: Sheet Metal	Roof Structure: Gable	Building Type: FarmPole
Year Built: 1984	Quality: FarmPLA	Effective Year: 1984	Primary Wall:
Story Height: 1 Story	Number of Units: 1	Secondary Wall:	

Interior Data

Bedrooms: 0	A/C %: 0	Electric:	Primary Int Wall:
Full Baths: 0	Heated %: 0	Heat Type:	Half Baths: 0
Heat Fuel:	Primary Floors:		



Total Areas

Finished/Under Air (SF):	0
Gross Sketched Area (SF):	1,272
Land Size (acres):	93.66
Land Size (SF):	4,079,830
Total Building Count:	2

Special Features and Yard Items

Type	Qty	Units	Year Blt

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EXHIBIT 2: CONCEPTUAL SITE PLAN

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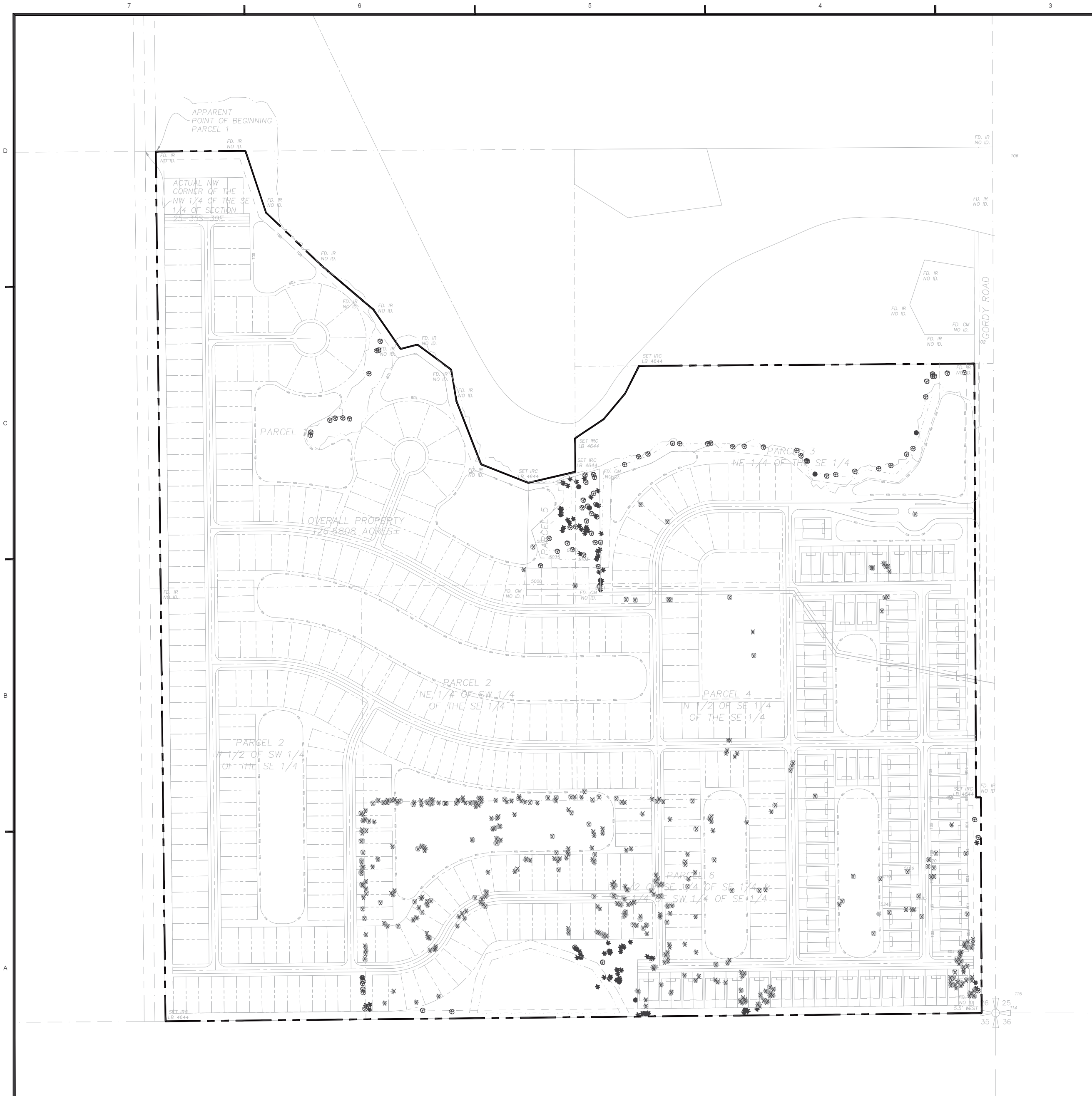

LEGAL DESCRIPTION

PARCEL 1:
THAT PART OF THE NORTHWEST 1/4 OF THE SE 1/4 OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST, MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT THE NORTHWEST CORNER OF THE NW 1/4 OF THE SE 1/4 OF SAID SECTION 26; THENCE RUNNING EAST ALONG THE NORTH LINE OF SAID NW 1/4 OF SE 1/4, A DISTANCE OF 284 FEET; THENCE SOUTH 18 DEG. EAST, A DISTANCE OF 205 FEET; THENCE SOUTH 46 DEG. EAST A DISTANCE OF 240 FEET; THENCE SOUTH 49 DEG. 15 MIN. EAST, A DISTANCE OF 175 FEET; THENCE SOUTH 49 DEG. 30 MIN. EAST, A DISTANCE OF 45 FEET; THENCE SOUTH 34 DEG. 15 MIN. EAST, A DISTANCE OF 150 FEET; THENCE NORTH 75 DEG. 45 MIN. EAST, A DISTANCE OF 55 FEET; THENCE SOUTH 53 DEG. EAST, A DISTANCE OF 133 FEET; THENCE SOUTH 9 DEG. EAST, A DISTANCE OF 100 FEET; THENCE SOUTH 21 DEG. EAST, A DISTANCE OF 215 FEET; THENCE SOUTH 68 DEG. EAST, A DISTANCE OF 160 FEET; THENCE NORTH 77 DEG. 15 MIN. EAST, A DISTANCE OF 143 FEET TO THE EAST SIDE OF SAID NORTHWEST QUARTER OF SE 1/4; THENCE SOUTH ALONG THE EAST LINE OF SAID NW 1/4 OF SE 1/4 A DISTANCE OF 350 FEET TO THE SOUTHEAST CORNER OF SAID NW 1/4 OF SE 1/4; THENCE WEST ALONG THE SOUTH LINE OF SAID NW 1/4 OF SE 1/4 TO THE SOUTHWEST CORNER OF SAID NW 1/4 OF SE 1/4; THENCE NORTH ALONG THE WEST LINE OF SAID NW 1/4 OF SE 1/4 TO THE POINT OF BEGINNING,

PARCEL 2:
THE W 1/2 OF THE SW 1/4 OF THE SE 1/4 AND THE NE 1/4 OF THE SW 1/4 OF THE SE 1/4 OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST.

PARCEL 3:
THE NE 1/4 OF THE SE 1/4 OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST, LESS AND EXCEPTING THE FOLLOWING:
BEGINNING AT THE NORTHWEST CORNER OF THE NE 1/4 OF THE SE 1/4 OF SAID SECTION 26, RUN THENCE SOUTH 110.5 FEET; RUN THENCE, TURNING EASTERLY AT ANGLE OF 122 DEG. 57 MIN. TO THE FOREGOING LINE, 199.8 FEET; THENCE TURN NORTHERLY AT AN ANGLE OF 140 DEG. 13 MIN. AND RUN 300 FEET; THENCE TURN NORTHERLY AT AN ANGLE OF 82 DEG. 42 MIN. AND RUN 186 FEET TO THE QUARTER SECTION LINE; THENCE RUN WESTERLY ON SAID QUARTER SECTION LINE 422.8 FEET TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM, THE FOLLOWING: THAT PIECE OR PARCEL OF LAND CONVEYED BY K. F. GORDY AND MERYL M. GORDY, HIS WIFE TO AL C. GORDY AND HAZEL C. GORDY, HIS WIFE BY DEED DATED AUGUST 31, 1964, RECORDED IN OFFICIAL RECORD BOOK 98, PAGE 285, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

ALSO LESS AND EXCEPT THE LAND CONTAINED IN THE WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 266, PAGE 2361 AND WARRANTY DEED RECORDED IN OFFICIAL RECORDS BOOK 2456, PAGE 239, PUBLIC RECORDS OF ST. LUCIE COUNTY, FLORIDA.

PARCEL 4:
THE N 1/2 OF THE SE 1/4 OF THE SE 1/4 OF SECTION 26, TOWNSHIP 35, SOUTH, RANGE 39 EAST.

EXCEPTING FURTHERMORE FROM ALL OF THE ABOVE PARCELS 1 THROUGH 4, THE FOLLOWING DESCRIBED PARCEL WHICH LIES WITHIN THE SE 1/4 OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST: FROM THE NORTHEAST CORNER OF THE SE 1/4 OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST, RUN SOUTH ALONG THE SECTION LINE 1691.16 FEET; THENCE NORTH 79 DEG. 7 MIN. WEST 507.90 FEET; THENCE NORTH 34 DEG. 19 MIN. 30 SEC. WEST 241.51 FEET; THENCE SOUTH 89 DEG. 37 MIN. 10 SEC. WEST 611.83 FEET; THENCE NORTH 0 DEG. 22 MIN. 50 SEC. WEST 10 FEET TO THE POINT OF BEGINNING; THENCE RUN ALONG BOUNDARY OF THE AFORESAID PARCEL THE FOLLOWING COURSES AND DISTANCES: SOUTH 89 DEG. 37 MIN. 10 SEC. WEST 234.70 FEET; NORTH 1 DEG. 23 MIN. 10 SEC. EAST 335 FEET TO CONCRETE MONUMENT ON SOUTH BANK OF OLD CREEK CHANNEL; THENCE NORTH 87 DEG. 49 MIN. 10 SEC. EAST 73.58 FEET; THENCE NORTH 73 DEG. 46 MIN. 10 SEC. EAST 156.84 FEET TO CONCRETE MONUMENT ON SAID SOUTH BANK OF OLD CREEK CHANNEL; THENCE SOUTH 0 DEG. 22 MIN. 50 SEC. EAST 379.83 FEET TO THE POINT OF BEGINNING.

PARCEL 5:
A PARCEL OF LAND IN SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST MORE PARTICULARLY DESCRIBED AS FOLLOWS:

FROM THE NE CORNER OF THE SE 1/4 OF SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST, RUN SOUTH ALONG THE SECTION LINE 1,691.16 FEET; THENCE NORTH 79 DEG. 7 MIN. WEST 507.90 FEET; THENCE NORTH 34 DEG. 19 MIN. 30 SEC. WEST 241.51 FEET; THENCE SOUTH 89 DEG. 37 MIN. 10 SEC. WEST 611.83 FEET; THENCE NORTH 0 DEG. 22 MIN. 50 SEC. WEST 10 FEET TO THE POINT OF BEGINNING; THENCE RUN ALONG BOUNDARY OF THE AFORESAID PARCEL THE FOLLOWING COURSES AND DISTANCES: SOUTH 89 DEG. 37 MIN. 10 SEC. WEST 234.70 FEET: NORTH 1 DEG. 23 MIN. 10 SEC. EAST 335 FEET TO CONCRETE MONUMENT ON SOUTH BANK OF OLD CREEK CHANNEL; THENCE NORTH 87 DEG. 49 MIN. 10 SEC. EAST 73.58 FEET; THENCE NORTH 73 DEG. 46 MIN. 10 SEC. EAST 156.84 FEET TO CONCRETE MONUMENT ON SAID SOUTH BANK OF OLD CREEK CHANNEL; THENCE SOUTH 0 DEG. 22 MIN. 50 SEC. EAST 379.83 FEET TO THE POINT OF BEGINNING.

PARCEL 6:
THE SE 1/4 OF THE SW 1/4 OF THE SE 1/4, AND THE S 1/2 OF THE SE 1/4 OF THE SE 1/4, SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST, ST. LUCIE COUNTY, FLORIDA.

LESS AND EXCEPT FROM PARCELS 1 THROUGH 6 ABOVE: RIGHTS OF WAY FOR PUBLIC ROADS AND DRAINAGE CANALS.

CONTAINING 5,518,216 SQUARE FEET OR 126.681 ACRES, MORE OR LESS.

SECTION 26, TOWNSHIP 35 SOUTH, RANGE 39 EAST

SITE DATA

FUTURE LAND USE:	RS/RC
ZONING:	AG-1/RC
PARCEL ID #:	2326-413-0000-000-5 2326-413-0001-000-2 2326-434-0000-000-0
GROSS SITE AREA	5,518,216 S.F. (126.681 AC) = 100.00%
MIN. OPEN SPACE REQUIRED:	1,379,556 S.F. (31.67 AC) = 25.00%
TOTAL DRAINAGE:	884,408 S.F. (20.30 AC) = 16.02%
TOTAL LOTS:	515 UNITS (4.07 D/U PER ACRES)
DUPLEX VILLAS:	146 UNITS
40' SINGLE FAMILY:	164 UNITS
50' SINGLE FAMILY:	205 UNITS

WETLAND IMPACT TABLE

RESIDENTIAL	
WETLAND IMPACTS:	2,007 S.F. (0.05 AC.)
WETLAND BUFFER IMPACTS:	7,779 S.F. (0.18 AC.)
COMMERICAL	
WETLAND IMPACTS:	99,772 S.F. (2.29 AC.)
WETLAND BUFFER IMPACTS:	35,523 S.F. (0.82 AC.)
TOTAL WETLAND IMPACTS:	101,779 S.F. (2.34 AC.)
TOTAL WETLAND BUFFER IMPACTS:	43,302 S.F. (1.25 AC.)

LEGEND

#	EX. OAK TREE TO REMAIN # - TREE TAG
#	EX. PALM TREE TO REMAIN # - TREE TAG
#	EX. PINE TREE # - TREE TAG
#	EX. OAK TREE TO BE REMOVED. # TREE TAG.
#	EX. PALM TREE TO BE REMOVED. # - TREE TAG.
#	EX. PINE TREE TO BE REMOVED. # - TREE TAG.
#	EX. OAK TREE NOT INCLUDED (OFFSITE)
#	EX. PALM TREE NOT INCLUDED (OFFSITE)
#	EX. OAK TREE NOT INCLUDED (OFFSITE)
#	EX. PALM TREE NOT INCLUDED (OFFSITE)

GRAPHIC SCALE

150 0 75 150 300 450

(IN FEET)
1 inch = 150 ft.

REV.	DATE	DESCRIPTION	BY	CHK.

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

A DIVISION OF HALEY WARD, INC.
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
GORDY ROAD
HICKORY BRANCH PROPERTIES
3601, 3605, 3725 GORDY ROAD, ST. LUCIE COUNTY, FLORIDA

TITLE
TREE MITIGATION PLAN

DATE: 11/12/2025	SCALE: AS SHOWN
DRAWN BY: VER	DESIGNED BY: --- / CHECKED BY: ---
PROJECT No.: 25-131 SP WITH TREES 11-11-25.DWG	
DRAWING No.: **TREE-101**	REV.:

PALMS PRESERVED		PALMS PRESERVED	
TREE #	TYPE	TREE #	TYPE
T-20	PALM	T-532	PALM
T-66	PALM	T-533	PALM
T-67	PALM	T-534	PALM
T-91	PALM	T-535	PALM
T-92	PALM	T-536	PALM
T-93	PALM	T-537	PALM
T-94	PALM	T-540	PALM
T-95	PALM	T-541	PALM
T-233	PALM	T-542	PALM
T-234	PALM	T-543	PALM
T-235	PALM	T-544	PALM
T-236	PALM	T-545	PALM
T-237	PALM	T-546	PALM
T-238	PALM	T-547	PALM
T-240	PALM	T-548	PALM
T-241	PALM	T-549	PALM
T-242	PALM	T-552	PALM
T-243	PALM	T-554	PALM
T-244	PALM	T-555	PALM
T-245	PALM	T-561	PALM
T-246	PALM	T-563	PALM
T-247	PALM	T-567	PALM
T-248	PALM	T-570	PALM
T-249	PALM	T-571	PALM
T-250	PALM	T-572	PALM
T-252	PALM	T-573	PALM
T-253	PALM	T-574	PALM
T-254	PALM		
T-255	PALM		
T-256	PALM		
T-257	PALM		
T-258	PALM		
T-259	PALM		
T-260	PALM		
T-273	PALM		
T-274	PALM		
T-275	PALM		
T-285	PALM		
T-287	PALM		
T-288	PALM		
T-289	PALM		
T-290	PALM		
T-291	PALM		
T-292	PALM		
T-293	PALM		
T-294	PALM		
T-295	PALM		
T-296	PALM		
T-297	PALM		
T-298	PALM		
T-299	PALM		
T-300	PALM		
T-383	PALM		
T-385	PALM		
T-386	PALM		
T-391	PALM		
T-507	PALM		
T-509	PALM		
T-511	PALM		
T-512	PALM		
T-513	PALM		
T-518	PALM		
T-519	PALM		
T-521	PALM		
T-522	PALM		
T-523	PALM		
T-525	PALM		
T-526	PALM		
T-529	PALM		
T-531	PALM		

PALMS REMOVED		PALMS REMOVED		PALMS REMOVED		PALMS REMOVED		PALMS REMOVED	
TREE #	TYPE	TREE #	TYPE	TREE #	TYPE	TREE #	TYPE	TREE #	TYPE
T-5	PALM	T-111	PALM	T-204	PALM	T-339	PALM	T-470	PALM
T-8	PALM	T-112	PALM	T-205	PALM	T-342	PALM	T-471	PALM
T-9	PALM	T-115	PALM	T-206	PALM	T-343	PALM	T-472	PALM
T-10	PALM	T-116	PALM	T-207	PALM	T-344	PALM	T-473	PALM
T-11	PALM	T-117	PALM	T-209	PALM	T-345	PALM	T-474	PALM
T-22	PALM	T-118	PALM	T-213	PALM	T-346	PALM	T-475	PALM
T-29	PALM	T-119	PALM	T-214	PALM	T-352	PALM	T-476	PALM
T-30	PALM	T-120	PALM	T-215	PALM	T-353	PALM	T-478	PALM
T-31	PALM	T-125	PALM	T-216	PALM	T-354	PALM	T-480	PALM
T-32	PALM	T-126	PALM	T-217	PALM	T-355	PALM	T-482	PALM
T-33	PALM	T-128	PALM	T-218	PALM	T-356	PALM	T-483	PALM
T-34	PALM	T-129	PALM	T-219	PALM	T-357	PALM	T-484	PALM
T-35	PALM	T-130	PALM	T-220	PALM	T-358	PALM	T-486	PALM
T-36	PALM	T-132	PALM	T-223	PALM	T-359	PALM	T-487	PALM
T-37	PALM	T-133	PALM	T-224	PALM	T-361	PALM	T-488	PALM
T-38	PALM	T-136	PALM	T-225	PALM	T-362	PALM	T-489	PALM
T-39	PALM	T-139	PALM	T-227	PALM	T-363	PALM	T-490	PALM
T-40	PALM	T-141	PALM	T-228	PALM	T-364	PALM	T-494	PALM
T-41	PALM	T-142	PALM	T-229	PALM	T-365	PALM	T-495	PALM
T-42	PALM	T-143	PALM	T-230	PALM	T-366	PALM	T-496	PALM
T-43	PALM	T-144	PALM	T-231	PALM	T-367	PALM	T-497	PALM
T-44	PALM	T-145	PALM	T-232	PALM	T-370	PALM	T-498	PALM
T-45	PALM	T-146	PALM	T-261	PALM	T-371	PALM	T-501	PALM
T-46	PALM	T-147	PALM	T-262	PALM	T-372	PALM	T-515	PALM
T-49	PALM	T-148	PALM	T-263	PALM	T-373	PALM	T-516	PALM
T-50	PALM	T-149	PALM	T-264	PALM	T-375	PALM	T-517	PALM
T-51	PALM	T-150	PALM	T-265	PALM	T-376	PALM	T-579	PALM
T-52	PALM	T-152	PALM	T-267	PALM	T-380	PALM	T-580	PALM
T-53	PALM	T-153	PALM	T-268	PALM	T-381	PALM	T-581	PALM
T-54	PALM	T-155	PALM	T-270	PALM	T-382	PALM	T-583	PALM
T-55	PALM	T-156	PALM	T-272	PALM	T-396	PALM	T-584	PALM
T-56	PALM	T-157	PALM	T-276	PALM	T-397	PALM	T-585	PALM
T-57	PALM	T-158	PALM	T-277	PALM	T-398	PALM	T-586	PALM
T-58	PALM	T-159	PALM	T-278	PALM	T-402	PALM	T-599	PALM
T-59	PALM	T-160	PALM	T-279	PALM	T-404	PALM	T-600	PALM
T-64	PALM	T-161	PALM	T-280	PALM	T-405	PALM	T-602	PALM
T-65	PALM	T-162	PALM	T-281	PALM	T-408	PALM	T-614	PALM
T-68	PALM	T-165	PALM	T-282	PALM	T-411	PALM	T-616	PALM
T-70	PALM	T-167	PALM	T-283	PALM	T-412	PALM	T-618	PALM
T-71	PALM	T-168	PALM	T-286	PALM	T-413	PALM	T-620	PALM
T-72	PALM	T-169	PALM	T-302	PALM	T-414	PALM	T-621	PALM
T-73	PALM	T-170	PALM	T-303	PALM	T-415	PALM	T-622	PALM
T-75	PALM	T-171	PALM	T-304	PALM	T-416	PALM	T-624	PALM
T-76	PALM	T-172	PALM	T-305	PALM 17.0	T-417	PALM	T-630	PALM
T-77	PALM	T-173	PALM	T-306	PALM	T-423	PALM	T-631	PALM
T-78	PALM	T-174	PALM	T-307	PALM	T-424	PALM	T-638	PALM
T-79	PALM	T-175	PALM	T-308	PALM	T-427	PALM	T-640	PALM
T-80	PALM	T-176	PALM	T-309	PALM	T-428	PALM	T-642	PALM
T-82	PALM	T-177	PALM	T-310	PALM	T-430	PALM	T-643	PALM
T-83	PALM	T-178	PALM	T-311	PALM	T-433	PALM		
T-84	PALM	T-179	PALM	T-312	PALM	T-435	PALM		
T-85	PALM	T-180	PALM	T-313	PALM	T-437	PALM		
T-86	PALM	T-182	PALM	T-314	PALM	T-438	PALM		
T-87	PALM	T-183	PALM	T-315	PALM	T-439	PALM		
T-88	PALM	T-184	PALM	T-316	PALM	T-443	PALM		
T-89	PALM	T-185	PALM	T-317	PALM	T-444	PALM		
T-90	PALM	T-186	PALM	T-318	PALM	T-445	PALM		
T-97	PALM	T-187	PALM	T-319	PALM	T-446	PALM		
T-98	PALM	T-188	PALM	T-323	PALM	T-449	PALM		
T-99	PALM	T-189	PALM	T-325	PALM	T-454	PALM		
T-100	PALM	T-192	PALM	T-326	PALM	T-455	PALM		
T-101	PALM	T-193	PALM	T-327	PALM	T-456	PALM		
T-102	PALM	T-194	PALM	T-328	PALM	T-457	PALM		
T-103	PALM	T-195	PALM	T-329	PALM	T-458	PALM		
T-104	PALM	T-197	PALM	T-330	PALM	T-460	PALM		
T-105	PALM	T-198	PALM	T-331	PALM	T-461	PALM		
T-107	PALM	T-199	PALM	T-332	PALM	T-462	PALM		
T-108	PALM	T-200	PALM	T-333	PALM	T-463	PALM		
T-109	PALM	T-201	PALM	T-337	PALM	T-465	PALM		
T-110	PALM	T-203	PALM	T-338	PALM	T-467	PALM		

TREES PRESERVED		TREES PRESERVED	
TREE #	TYPE / DBH	TREE #	TYPE / DBH
T-19	LIOAK 20.0"	T-670	LAOAK 33.2"
T-21	LIOAK 21.4"	T-671	LAOAK 47.8"
T-69	LAOAK 16.2"	T-672	LAOAK 20.9"
T-96	LIOAK 28.2"	T-673	LAOAK 18.8"
T-239	LAOAK 26.3"	T-684	LAOAK 17.2"
T-284	PINE 19.5"	T-685	LAOAK 19.5"
T-301	LAOAK 27.2"	T-686	LAOAK 22.8"
T-377	LAOAK 30.3"	T-687	LAOAK 16.5"
T-378	LAOAK 34.3"	T-688	LAOAK 32.4"
T-384	LAOAK 15.2"	T-689	LAOAK 26.3"
T-387	LAOAK 32.9"	T-690	LAOAK 18.3"
T-388	LAOAK 15.2"	T-691	LAOAK 9.3"
T-389	LAOAK 27.5"	T-692	LAOAK 23.2"
T-390	LAOAK 16.2"	T-693	LAOAK 7.3"
T-392	LAOAK 37.5"		
T-500	LIOAK 56.8"		
T-503	LIOAK 44.0"		
T-504	LIOAK 65.7"		
T-505	LIOAK 46.8"		
T-506	LIOAK 52.8"		
T-508	LAOAK 45.2"		
T-510	LAOAK 32.2"		
T-514	LIOAK 28.1"		
T-520	LAOAK 38.3"		
T-524	LIOAK 30.2"		
T-527	LIOAK 22.7"		
T-528	LIOAK 14.8"		
T-530	LIOAK 41.9"		
T-538	LIOAK 18.2"		
T-539	LIOAK 32.0"		
T-550	LAOAK 34.4"		
T-551	LAOAK 36.5"		
T-553	LAOAK 16.8"		
T-556	LAOAK 35.4"		
T-557	PINE 15.3"		
T-558	LIOAK 29.0"		
T-559	LIOAK 28.0"		
T-560	LIOAK 50.25"		
T-562	LIOAK 31.6"		
T-564	LAOAK 34.2"		
T-565	LIOAK 24.8"		
T-566	LIOAK 27.5"		
T-568	LIOAK 24.7"		
T-569	PINE 19.4"		
T-588	MAG 15.6"		
T-589	LAOAK 35.2"		
T-646	LAOAK 12.7"		
T-647	LAOAK 17.8"		
T-648	LAOAK 17.8"		
T-649	LAOAK 13.8"		
T-650	LAOAK 35.8"		
T-651	PINE 15.8"		
T-652	LAOAK 38.2"		
T-653	LAOAK 24.6"		
T-654	LAOAK 29.6"		
T-655	LAOAK 41"		
T-656	LAOAK 36.8"		
T-657	LAOAK 18.6"		
T-658	LAOAK 42.7"		
T-659	PINE 22.3"		
T-660	LAOAK 12.8"		
T-661	LAOAK 12"		
T-662	LAOAK 28.1"		
T-663	LAOAK 24"		
T-664	LAOAK 15.6"		
T-665	LAOAK 54.2"		
T-666	LAOAK 15.7"		
T-667	LAOAK 28.7"		
T-668	LAOAK 27.2"		
T-669	LAOAK 24.4"		

TREES REMOVED		TREES REMOVED	
TREE #	TYPE / DBH	TREE #	TYPE / DBH
T-2	LIOAK 48.8"	T-395	LAOAK 26.6"
T-3	LIOAK 72.1"	T-399	LAOAK 14.7"
T-4	LIOAK 17.0"	T-401	LAOAK 20.0"
T-6	LIOAK 78.5"	T-403	LAOAK 16.0"
T-12	LIOAK 32.2"	T-407	LAOAK 16.0"
T-13	LIOAK 42.4"	T-409	LAOAK 26.0"
T-14	LIOAK 57.4"	T-410	LAOAK 26.0"
T-15	LIOAK 37.5"	T-418	LAOAK 26.2"
T-16	LIOAK 46.8"	T-419	LAOAK 16.0"
T-17	LIOAK 20.2"	T-420	LAOAK 22.0"
T-18	LIOAK 21.1"	T-421	LAOAK 14.0"
T-24	LIOAK 43.4"	T-422	LAOAK 14.0"
T-25	LIOAK 39.6"	T-425	LIOAK 14.0"
T-26	LIOAK 28.8"	T-426	LAOAK 14.0"
T-27	LIOAK 23.0"	T-429	LAOAK 23.3"
T-28	LIOAK 35.5"	T-434	LAOAK 14.5"
T-60	LIOAK 16.8"	T-436	LAOAK 18.0"
T-61	LIOAK 20.8"	T-440	LAOAK 20.1"
T-74	LIOAK 44.0"	T-441	LAOAK 14.5"
T-81	FIG 27.2"	T-442	LAOAK 15.3"
T-113	LAOAK 20.3"	T-448	LAOAK 23.4"
T-114	FIG 24.9"	T-450	LAOAK 16.1"
T-121	FIG 22.5"	T-453	LAOAK 17.6"
T-122	LIOAK 37.5"	T-459	LAOAK 16.3"
T-123	LIOAK 33.2"	T-466	LAOAK 17.0"
T-124	LIOAK 35.4"	T-479	LAOAK 15.8"
T-127	LIOAK 41.8"	T-481	LAOAK 16.6"
T-131	LAOAK 30.0"	T-485	LAOAK 31.1"
T-134	LIOAK 49.9"	T-491	LAOAK 15.8"
T-135	LIOAK 22.2"	T-493	LAOAK 22.8"
T-137	LAOAK 32.8"	T-499	LAOAK 18.2"
T-138	LAOAK 27.5"	T-502	LIOAK 48.8"
T-140	LAOAK 49.5"	T-575	LAOAK 16.0"
T-151	LAOAK 24.8"	T-576	LAOAK 14.0"
T-154	FIG 29.2"	T-577	LIOAK 18.6"
T-163	LAOAK 28.5"	T-578	LIOAK 23.0"
T-164	LAOAK 27.0"	T-582	LIOAK 56.2"
T-166	LAOAK 37.0"	T-587	LAOAK 18.9"
T-181	LAOAK 27.3"	T-590	LIOAK 40.0"
T-190	LAOAK 24.9"	T-591	LIOAK 29.9"
T-191	LAOAK 32.4"	T-592	LAOAK 32.8"
T-196	PINE 17.1"	T-594	LAOAK 39.5"
T-202	LAOAK 23.2"	T-595	LAOAK 40.0"
T-208	LAOAK 32.0"	T-596	PINE 17.3"
T-210	LAOAK 20.0"	T-597	LAOAK 44.6"
T-211	LAOAK 48.2"	T-598	PINE 19.8"
T-212	LAOAK 26.7"	T-601	PINE 15.8"
T-221	LAOAK 29.1"	T-603	PINE 20.3"
T-222	LAOAK 36.5"	T-604	LAOAK 40.4"
T-226	LAOAK 17.0"	T-605	LAOAK 34.4"
T-266	LAOAK 19.1"	T-606	LAOAK 23.3"
T-269	LAOAK 22.0"	T-607	LAOAK 31.3"
T-271	LAOAK 22.0"	T-609	LAOAK 27.8"
T-320	LAOAK 20.1"	T-610	LIOAK 68.3"
T-321	LAOAK 28.8"	T-611	CYP 22.8"
T-324	LAOAK 24.5"	T-612	CYP 24.8"
T-334	PINE 20.5"	T-613	LAOAK 17.0"
T-335	LAOAK 25.0"	T-615	LIOAK 22.5"
T-336	LAOAK 24.1"	T-619	LIOAK 19.5"
T-340	PINE 22.5"	T-623	LAOAK 22.8"
T-341	LIOAK 16.2"	T-625	LAOAK 16.0"
T-347	LAOAK 41.9"	T-626	LAOAK 19.0"
T-348	LAOAK 14.5"	T-627	LAOAK 19.0"
T-350	LAOAK 32.2"	T-628	LAOAK 21.0"
T-351	LAOAK 27.8"	T-629	LAOAK 18.0"
T-360	LAOAK 30.1"	T-632	LAOAK 18.0"
T-368	LAOAK 37.2"	T-633	LAOAK 20.0"
T-369	PINE 18.2"	T-636	LAOAK 19.5"
T-374	PINE 16.0"	T-637	LIOAK 20.0"
T-379	PINE 18.8"	T-641	LAOAK 14.0"
T-394	LAOAK 35.0"		

SITE TREE SUMMARY

TYPE OF TREE	TOTAL # TREES	TOTAL SIZE DBH(INCHES)	PRESERVATION CREDIT	REQUIRED MITIGATION
TREES PRESERVED TREES TO BE REMOVED	84 141	2,319.95 3,794.8	4,639.9 0	0 7,589.6
PALM TREES TO BE PRESERVED PALM TREES TO BE REMOVED	97 329	N/A N/A	97 0	0 329
TOTAL # OF TREES: 651 TOTAL # OF TREES MITIGATED: 651				

TOTAL PROJECT TREE MITIGATION

TOTAL TREE MITIGATION
MITIGATION RATIO = 2:1 (DBH)

+ 4,639.9 (TREES TO BE PRESERVED)
- 7,589.6 (TREES TO BE REMOVED)
- 2,949.7 MITIGATION CREDITS

TOTAL PALM TREE MITIGATION
MITIGATION RATIO = 1:1

+ 97 (PALM TREES TO BE PRESERVED)
- 329 (PALM TREES TO BE REMOVED)
- 232 MITIGATION CREDITS

TREE NOTES:

1. PALM TREES HAVE A CLEAR TRUNK HEIGHT OF 10' OR GREATER.
2. OAK & PINE TREES ARE MEASURED @ (DBH) 4½' ABOVE GRADE.
3. PER COUNTY REQUIREMENTS ALL EXISTING PALM TREES THAT ARE IN GOOD CONDITION THAT DO NOT REMAIN IN PLACE MUST BE RELOCATED/REPLANTED ON THE SITE.
4. METHOD OF MITIGATION PER SLC: FEE IN LIEU OF.

REV. | DATE | DESCRIPTION | BY | CHK.

DRAWING ISSUE STATUS

NOT FOR CONSTRUCTION

A DIVISION OF HALEY WARD, INC.
10250 Village Parkway, Suite 201
Port Saint Lucie, Florida 34987
772.462.2455
WWW.HALEYWARD.COM

PROJECT
GORDY ROAD
HICKORY BRANCH PROPERTIES
3601, 3605, 3725 GORDY ROAD, ST. LUCIE COUNTY, FLORIDA

TITLE
TREE MITIGATION PLAN

DATE	SCALE
10/27/2025	AS SHOWN

DRAWN BY	DESIGNED BY	CHECKED BY
VER	---	---

PROJECT No.
25-131 SP WITH TREES 11-11-25.DWG

DRAWING No. REV.
TREE-102

EXHIBIT 3: ITE TRIP GENERATION RATES

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Land Use: 210
Single-Family Detached Housing

Description

A single-family detached housing site includes any single-family detached home on an individual lot. A typical site surveyed is a suburban subdivision.

Specialized Land Use

Data have been submitted for several single-family detached housing developments with homes that are commonly referred to as patio homes. A patio home is a detached housing unit that is located on a small lot with little (or no) front or back yard. In some subdivisions, communal maintenance of outside grounds is provided for the patio homes. The three patio home sites total 299 dwelling units with overall weighted average trip generation rates of 5.35 vehicle trips per dwelling unit for weekday, 0.26 for the AM adjacent street peak hour, and 0.47 for the PM adjacent street peak hour. These patio home rates based on a small sample of sites are lower than those for single-family detached housing (Land Use 210), lower than those for single-family attached housing (Land Use 251), and higher than those for senior adult housing -- single-family (Land Use 251). Further analysis of this housing type will be conducted in a future edition of *Trip Generation Manual*.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For 30 of the study sites, data on the number of residents and number of household vehicles are available. The overall averages for the 30 sites are 3.6 residents per dwelling unit and 1.5 vehicles per dwelling unit.

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Arizona, California, Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Minnesota, Montana, New Jersey, North Carolina, Ohio, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Vermont, Virginia, and West Virginia.

Source Numbers

100, 105, 114, 126, 157, 167, 177, 197, 207, 211, 217, 267, 275, 293, 300, 319, 320, 356, 357, 367, 384, 387, 407, 435, 522, 550, 552, 579, 598, 601, 603, 614, 637, 711, 716, 720, 728, 735, 868, 869, 903, 925, 936, 1005, 1007, 1008, 1010, 1033, 1066, 1077,1078, 1079

Single-Family Detached Housing
(210)

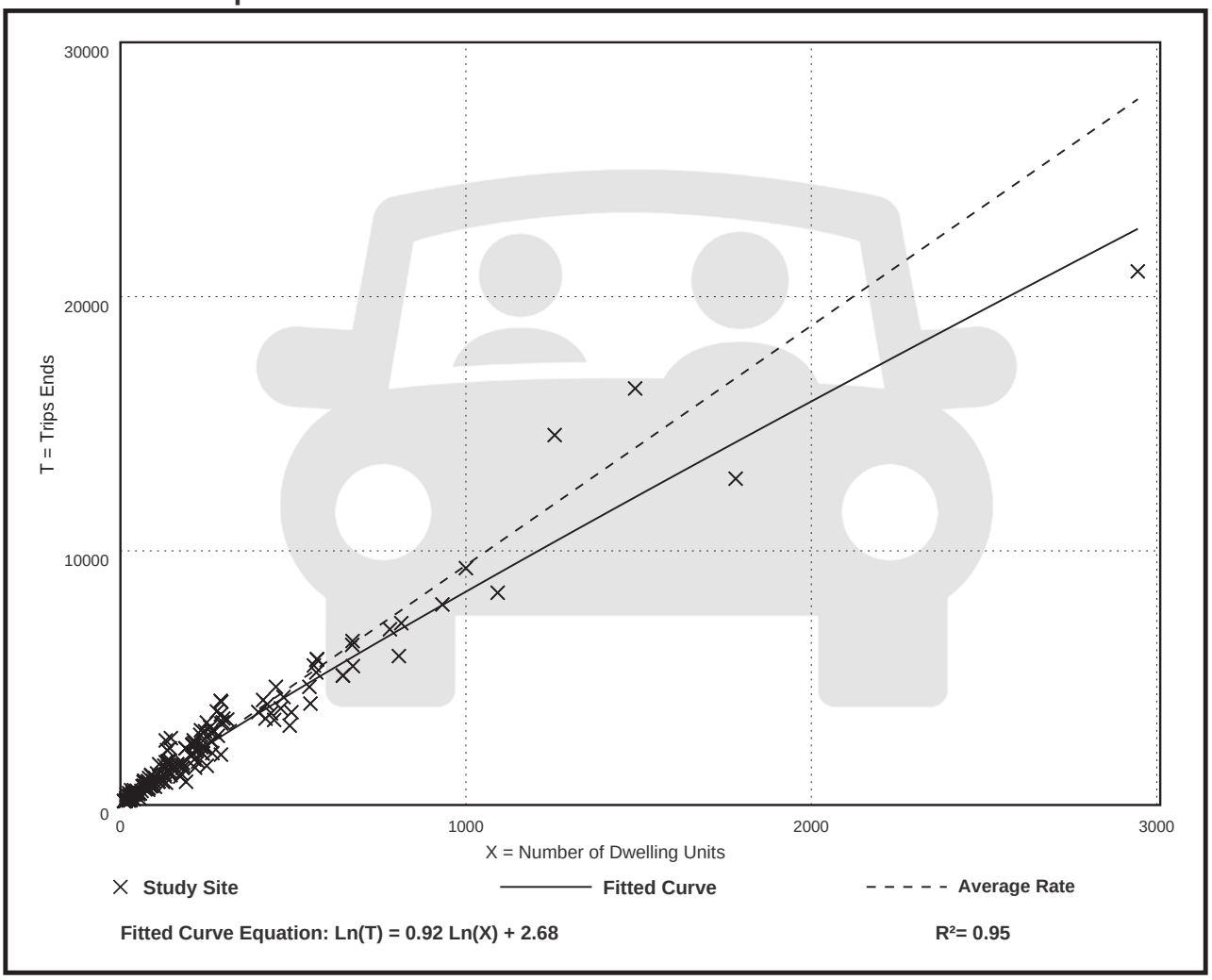
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.92 Ln(X) + 2.68

R^2= 0.95

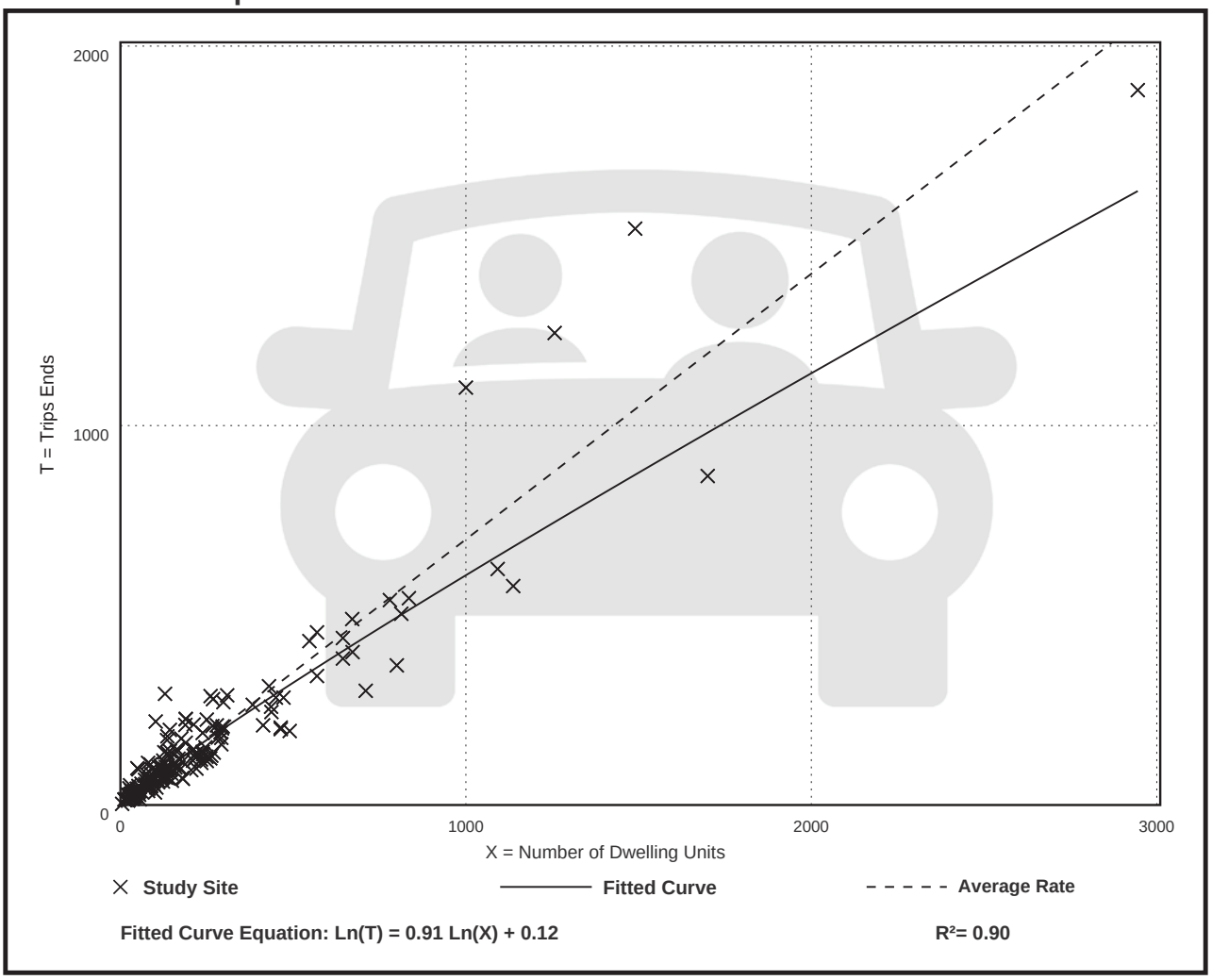
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.12

R^2= 0.90

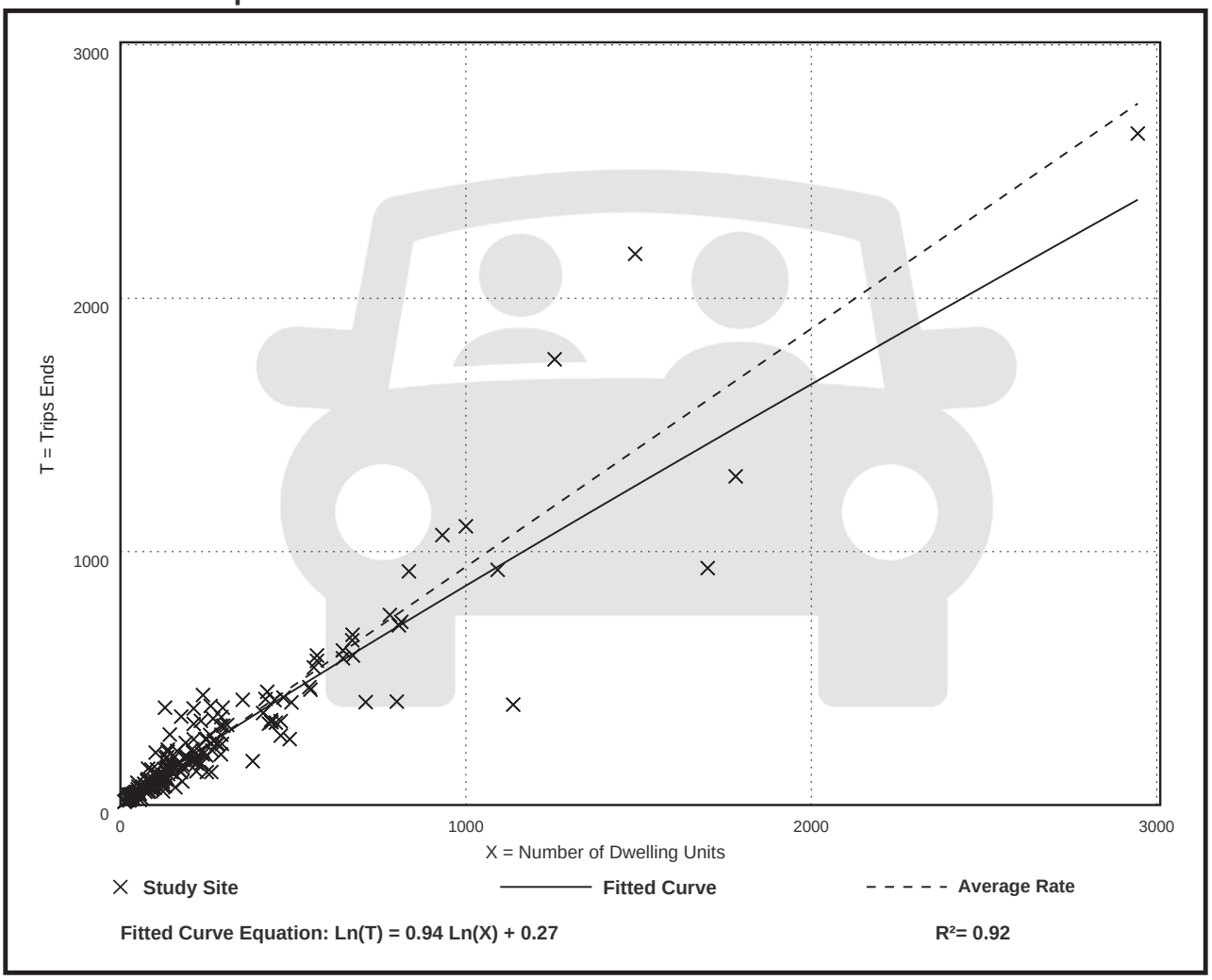
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) + 0.27

R^2= 0.92

Land Use: 220
Multifamily Housing (Low-Rise)

Description

Low-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have two or three floors (levels). Various configurations fit this description, including walkup apartment, mansion apartment, and stacked townhouse.

- A walkup apartment typically is two or three floors in height with dwelling units that are accessed by a single or multiple entrances with stairways and hallways.

- A mansion apartment is a single structure that contains several apartments within what appears to be a single-family dwelling unit.

- A fourplex is a single two-story structure with two matching dwelling units on the ground and second floors. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

- A stacked townhouse is designed to match the external appearance of a townhouse. But, unlike a townhouse dwelling unit that only shares walls with an adjoining unit, the stacked townhouse units share both floors and walls. Access to the individual units is typically internal to the structure and provided through a central entry and stairway.

Multifamily housing (mid-rise) (Land Use 221), multifamily housing (high-rise) (Land Use 222), affordable housing (Land Use 223), and off-campus student apartment (low-rise) (Land Use 225) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the three sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.72 residents per occupied dwelling unit.

For the two sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96.2 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip

generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

For the three sites for which data were provided for both occupied dwelling units and residents, there was an average of 2.72 residents per occupied dwelling unit.

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in British Columbia (CAN), California, Delaware, Florida, Georgia, Illinois, Indiana, Maine, Maryland, Massachusetts, Minnesota, New Jersey, Ontario (CAN), Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, and Washington.

Source Numbers

188, 204, 237, 300, 305, 306, 320, 321, 357, 390, 412, 525, 530, 579, 583, 638, 864, 866, 896, 901, 903, 904, 936, 939, 944, 946, 947, 948, 963, 964, 966, 967, 1012, 1013, 1014, 1036, 1047, 1056, 1071, 1076

Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

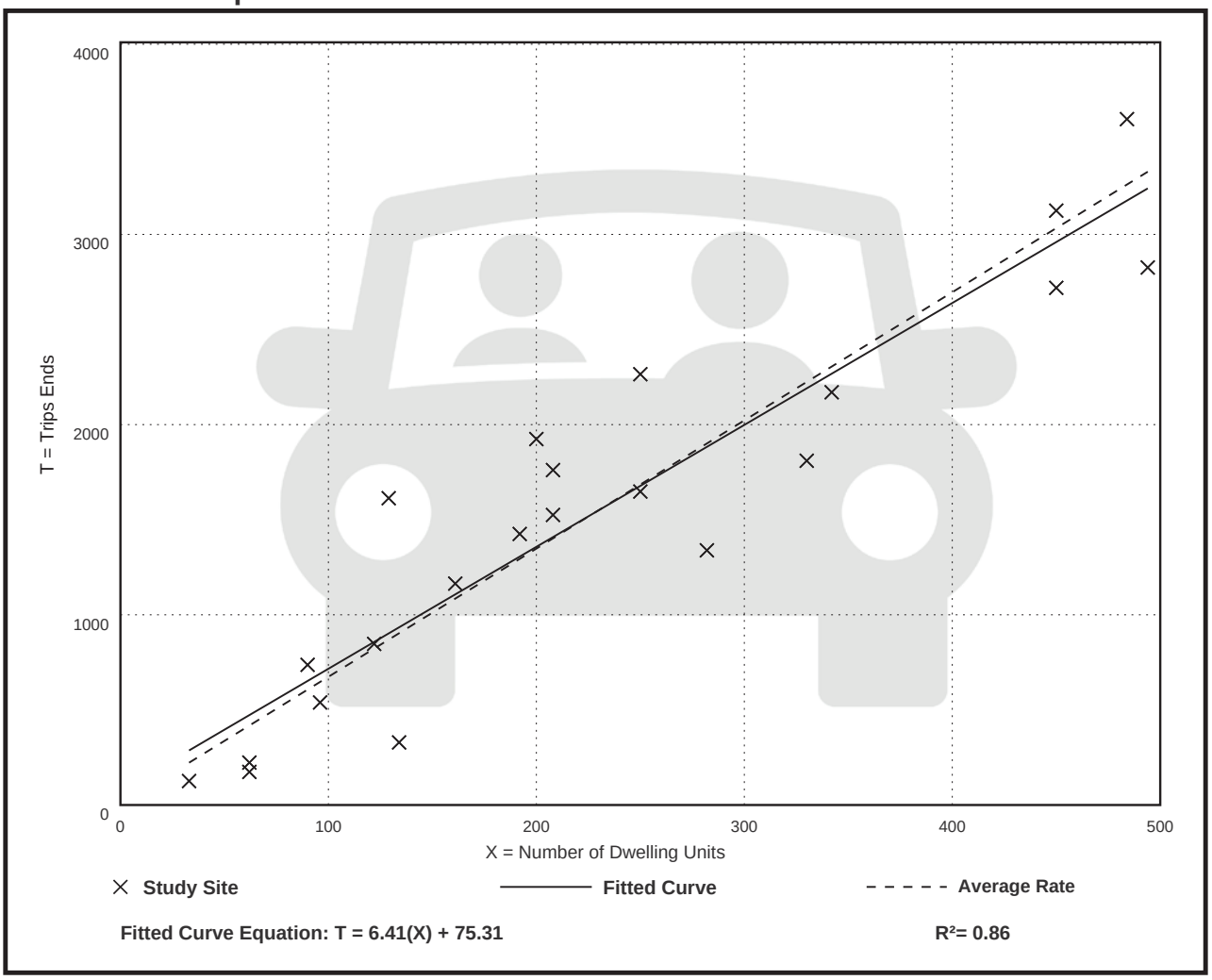
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 229
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
6.74	2.46 - 12.50	1.79

Data Plot and Equation



Fitted Curve Equation: T = 6.41(X) + 75.31

R^2= 0.86

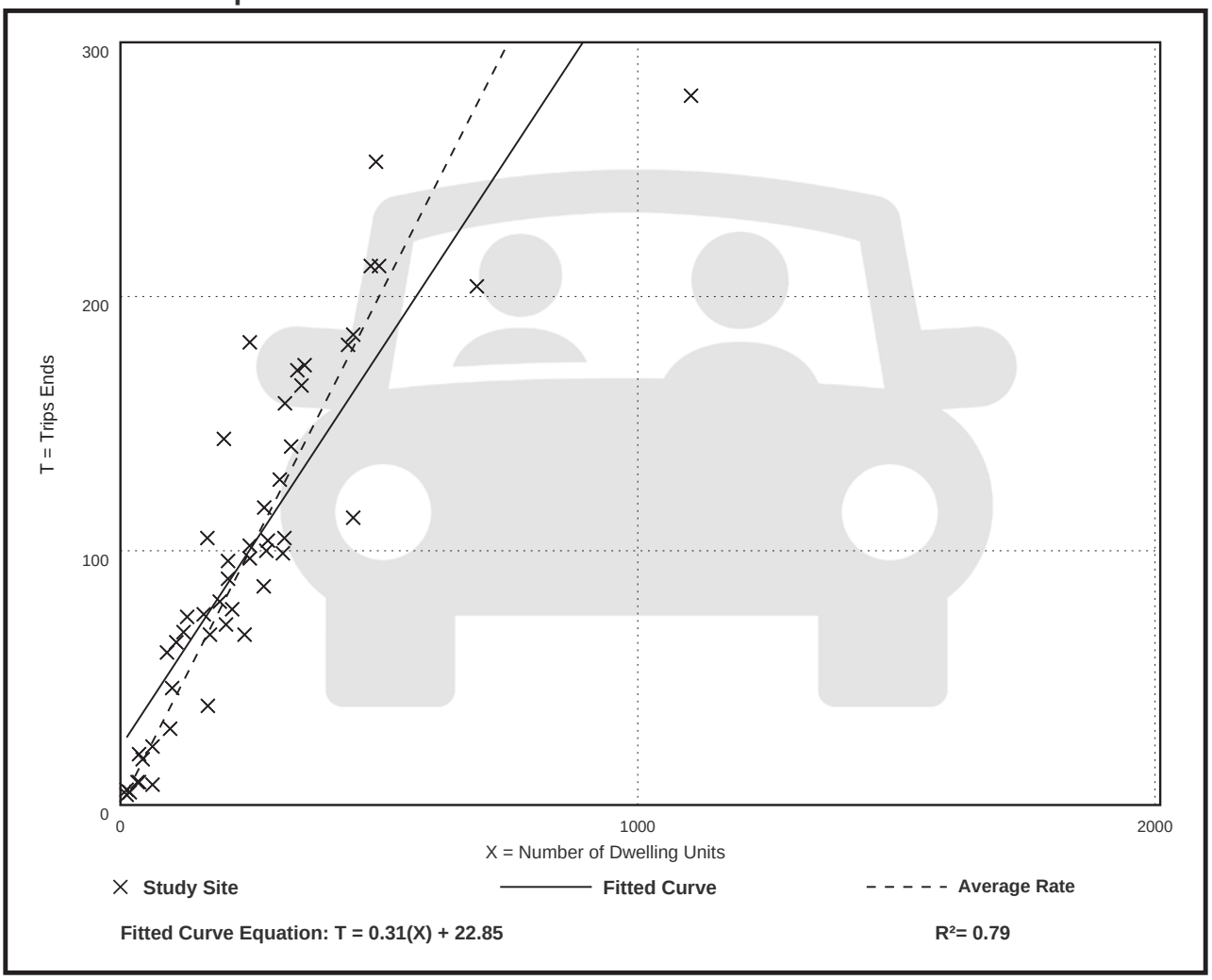
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 49
Avg. Num. of Dwelling Units: 249
Directional Distribution: 24% entering, 76% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.40	0.13 - 0.73	0.12

Data Plot and Equation



Fitted Curve Equation: T = 0.31(X) + 22.85

R^2= 0.79

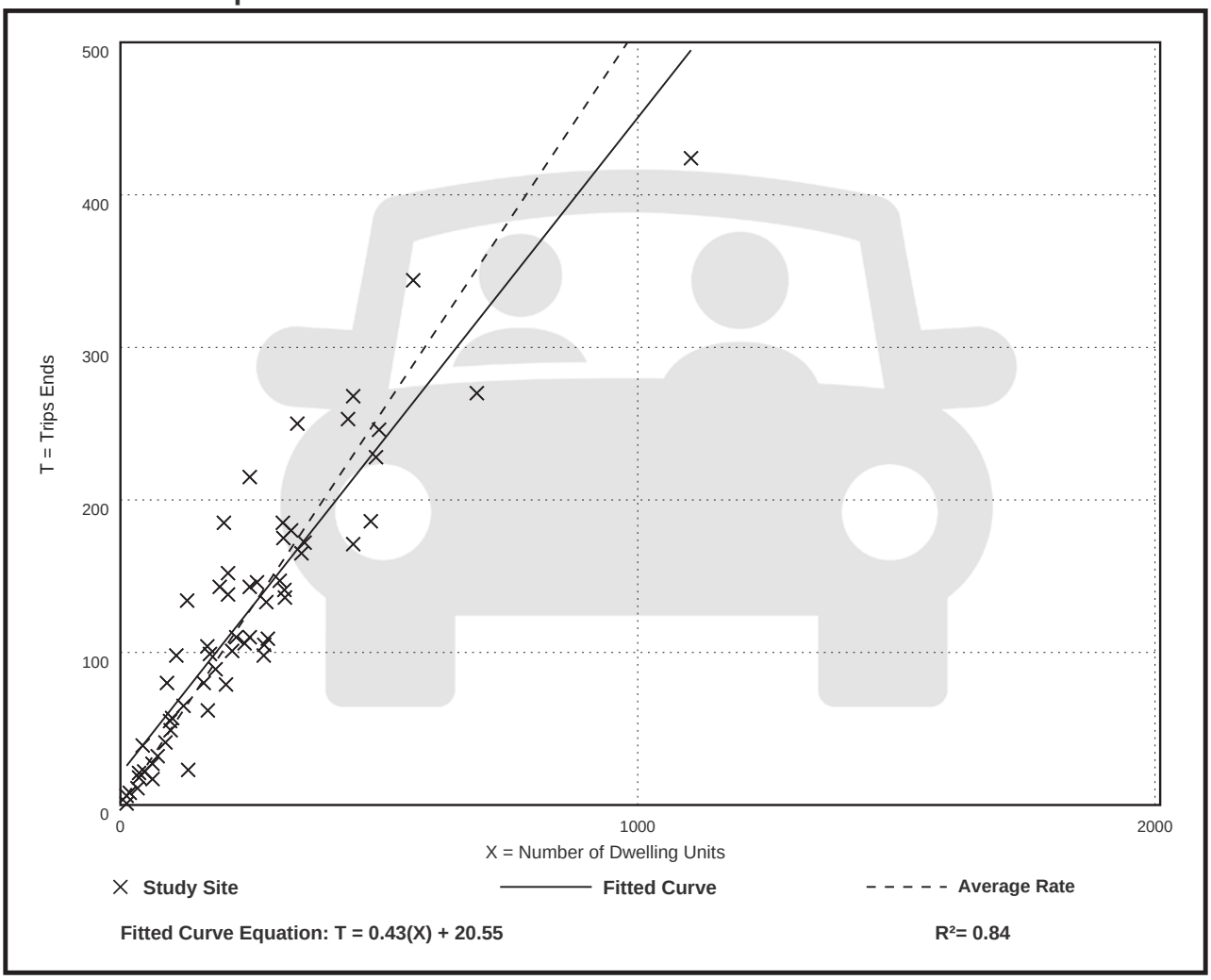
Multifamily Housing (Low-Rise)
Not Close to Rail Transit (220)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 59
Avg. Num. of Dwelling Units: 241
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.51	0.08 - 1.04	0.15

Data Plot and Equation



Fitted Curve Equation: T = 0.43(X) + 20.55

R^2= 0.84

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EXHIBIT 4: UF BEBR POPULATIONS PROJECTIONS

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College of Liberal Arts and Sciences
Bureau of Economic and Business Research

Florida Population Studies

BEBR
Volume 57, Bulletin 198
January 2024

Projections of Florida Population by County, 2025–2050, with Estimates for 2023

Stefan Rayer, Population Program Director
Conor Comfort, Research Demographer

The Bureau of Economic and Business Research (BEBR) at the University of Florida has produced population projections for Florida and its counties since the 1970s. This report presents our 2024 set of projections and describes the methodology used to construct those projections. To account for uncertainty regarding future population growth, we publish three series of projections – low, medium, and high. We recommend using the medium series for most purposes; this series has historically provided the most accurate forecasts for Florida counties. It should be noted that these projections refer solely to the resident population of Florida; they do not include temporary or seasonal residents whose usual place of residence is in another jurisdiction.

State Projections

The starting point for the state-level projections was the decennial census count for April 1, 2020. Projections were made in one-year intervals using a cohort-component methodology in which births, deaths, and migration are projected separately for each age-sex cohort in Florida.

Survival rates were applied by single year of age and sex to project future deaths in the population. These rates were based on Florida Life Tables for 2012–2018, using mortality data published by the Office of Vital Statistics in the Florida Department of Health. We adjusted the survival rates for 2020–2028 to make them consistent with recent mortality trends, and to align the projected deaths with those from the State of Florida's Demographic Estimating Conference (DEC) held November 28, 2023. After 2028, we made small adjustments to the survival rates based on projected changes in survival rates released by the U.S. Census Bureau.

Domestic migration rates by age and sex were based on Public Use Microdata Sample (PUMS) files from the 2011–2019 American Community Survey (ACS) 1-year estimates and 2015–2019 ACS 5-year estimates. We calculated an average of those two sets of migration estimates; projections based on input data from more than one period tend to be more accurate than those based on a single period. By combining 1-year ACS estimates, which are more current, with 5-year ACS estimates, which are more stable, we make use of the different strengths of each type of ACS data.

We applied smoothing techniques to the migration rates by single year of age and sex to adjust for data irregularities caused by small sample sizes. The smoothed in- and out-migration rates were weighted to account for recent changes in Florida's population growth rates. Projections of domestic in-migration were made by applying weighted in-migration rates to the projected population of the United States (minus Florida), using the most recent set of national projections produced by the U.S. Census Bureau. Projections of out-migration were made by applying weighted out-migration rates to the Florida population. In both instances, rates were calculated separately for males and females for each age up to 90 and over.

Projections of Florida Population by County, 2025–2050, with Estimates for 2023

County and State	Estimates April 1, 2023	Projections, April 1 2025	2030	2035	2040	2045	2050
MIAMI-DADE	2,768,954						
Low		2,673,300	2,663,100	2,630,800	2,587,800	2,543,600	2,501,800
Medium		2,814,000	2,910,500	2,981,000	3,035,500	3,083,200	3,127,200
High		2,954,700	3,157,900	3,331,300	3,483,200	3,622,700	3,752,700
MONROE	84,511						
Low		80,300	78,400	76,000	73,300	70,700	68,100
Medium		85,400	87,100	88,100	88,600	88,900	89,000
High		90,600	95,800	100,200	103,900	107,100	110,000
NASSAU	100,763						
Low		97,300	101,400	103,400	103,800	102,800	101,300
Medium		105,700	116,600	125,700	133,500	139,900	145,800
High		114,200	131,700	148,000	163,200	177,000	190,200
OKALOOSA	219,260						
Low		211,400	212,900	211,500	208,500	204,700	200,600
Medium		224,900	236,500	245,200	251,900	257,500	262,200
High		238,400	260,200	278,900	295,400	310,300	323,800
OKEECHOBEE	39,591						
Low		37,800	36,600	35,500	34,500	33,500	32,600
Medium		39,800	40,000	40,300	40,500	40,600	40,800
High		41,800	43,400	45,000	46,400	47,700	48,900
ORANGE	1,492,951						
Low		1,454,400	1,497,700	1,513,900	1,510,700	1,496,500	1,479,200
Medium		1,547,200	1,664,100	1,755,300	1,825,600	1,882,400	1,933,600
High		1,640,000	1,830,500	1,996,600	2,140,500	2,268,300	2,388,000
OSCEOLA	439,225						
Low		436,200	470,500	490,600	500,600	505,200	507,300
Medium		469,000	531,600	582,300	623,800	660,500	695,000
High		501,900	592,800	674,000	747,000	815,700	882,600
PALM BEACH	1,532,718						
Low		1,489,100	1,503,700	1,500,300	1,485,500	1,463,900	1,440,800
Medium		1,567,500	1,643,400	1,700,000	1,742,500	1,774,400	1,801,100
High		1,645,800	1,783,100	1,899,800	1,999,500	2,084,900	2,161,300
PASCO	610,743						
Low		598,400	624,100	640,000	644,400	644,100	642,200
Medium		636,600	693,400	742,100	778,700	810,200	839,500
High		674,800	762,800	844,100	913,000	976,300	1,036,700
PINELLAS	974,689						
Low		943,000	926,100	909,600	893,000	877,200	862,600
Medium		982,200	995,900	1,007,800	1,017,600	1,025,900	1,033,000
High		1,021,500	1,065,600	1,106,100	1,142,300	1,174,700	1,203,500
POLK	797,616						
Low		782,400	817,400	838,800	845,700	846,100	844,100
Medium		832,400	908,200	972,600	1,022,000	1,064,300	1,103,400
High		882,300	999,000	1,106,300	1,198,400	1,282,500	1,362,700
PUTNAM	75,906						
Low		72,600	71,000	69,000	66,900	65,100	63,500
Medium		76,400	77,600	78,100	78,500	79,000	79,400
High		80,300	84,200	87,300	90,100	92,800	95,300
ST. JOHNS	315,317						
Low		313,800	341,200	359,500	368,300	372,800	375,100
Medium		337,400	385,500	426,700	459,000	487,300	513,900
High		361,000	429,800	493,900	549,600	601,800	652,600
ST. LUCIE	368,628						
Low		362,300	381,600	394,000	400,600	404,500	406,000
Medium		385,400	423,900	456,800	484,200	508,800	530,700
High		408,600	466,300	519,600	567,700	613,100	655,400

EXHIBIT 5: 2025 TRAFFIC COUNTS AND LOS

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Roadway Name	Location	STATION ID	AADT	Last Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
OKEECHOBEE RD	MCCARTY RD to Gordy Rd	940025	10,118	2024	-	-	-	-	-	-	-
OKEECHOBEE RD	Gordy RD to FLORIDA'S TURNPIKE				-	-	-	-	-	-	-
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,829	2024	-	-	-	-	-	-	-
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,802	2024	-	-	-	-	-	-	-
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,584	2024	-	-	-	-	-	-	-
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,664	2024	-	-	-	-	-	-	-
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,664	2024	-	-	-	-	-	-	-
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	33,563	2024	-	-	-	-	-	-	-
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,450	2024	-	-	-	-	-	-	-
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	42,350	2024	-	-	-	-	-	-	-
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,986	2024	-	-	-	-	-	-	-
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,986	2024	-	-	-	-	-	-	-
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,196	2024	-	-	-	-	-	-	-
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,196	2024	-	-	-	-	-	-	-
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024	-	-	-	-	-	-	-
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024	-	-	-	-	-	-	-
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,986	2024	880	668	C	1	678	C	1
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,143	2024	920	593	C	1	595	C	1
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	5,540	2023	790	347	C	0	338	C	0

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Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
EASY ST	US 1 to BUCHANAN DR	106	7,201	2021	750	399	D	0.53	505	D	0.67
EASY ST	BUCHANAN DR to YUCCA DR	106	7,201	2021	540	399	D	0.74	505	D	0.94
EDWARDS RD	JENKINS RD to MCNEIL RD	174	11,836	2024	630	627	D	1.00	607	D	0.96
EDWARDS RD	MCNEIL RD to SELVITZ RD	174	11,836	2024	700	627	C	0.90	607	C	0.87
EDWARDS RD	SELVITZ RD to 25TH ST	110	15,105	2024	880	796	C	0.90	786	C	0.89
EDWARDS RD	25TH ST to SUNRISE BLVD	108	16,580	2024	1,630	826	D	0.51	826	D	0.51
EDWARDS RD	SUNRISE BLVD to OLEANDER AVE	502	13,835	2024	1,630	698	C	0.43	680	C	0.42
EDWARDS RD	OLEANDER AVE to US 1	173	7,600	2025	1,630	394	C	0.24	356	C	0.22
EMERSON AVE	INDRIO RD to RUSSOS RD	105	6,494	2023	1,070	480	C	0.45	474	C	0.44
EMERSON AVE	RUSSOS RD to FT PIERCE BLVD	105	6,494	2023	760	480	C	0.63	474	C	0.62
FARMER'S MARKET RD	OLEANDER AVE to US 1	112	1,633	2023	750	85	C	0.11	99	C	0.13
FLORESTA DR	OAKLYN ST to PORT ST LUCIE BLVD	317	15,500	2025	920	1,043	F	1.13	917	D	1.00
FLORESTA DR	THORNHILL DR to CROSSTOWN PKWY	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	PORT ST LUCIE BLVD to THORNHILL DR	315	10,000	2025	880	701	C	0.80	621	C	0.71
FLORESTA DR	CROSSTOWN PKWY to PRIMA VISTA BLVD	109	9,400	2025	920	515	C	0.56	552	C	0.60
FLORESTA DR	PRIMA VISTA BLVD to AIROSO BLVD	107	9,000	2025	920	470	C	0.51	515	C	0.56
FLORESTA DR	SELVITZ RD to BAYSHORE BLVD	313	4,929	2021	630	354	C	0.56	377	C	0.60
FLORESTA DR	AIROSO BLVD to SELVITZ RD	313	4,929	2021	880	354	C	0.40	377	C	0.43
FLORIDA'S TURNPIKE	BECKER RD to PORT ST LUCIE BLVD	979913	64,338	2024							
FLORIDA'S TURNPIKE	MARTIN C.L. to BECKER RD	971958	66,500	2024							
FLORIDA'S TURNPIKE	PORT ST LUCIE BLVD to OKEECHOBEE RD	971964	55,450	2024							
FLORIDA'S TURNPIKE	OKEECHOBEE RD to INDIAN RIVER C.L.	971968	42,350	2024							
FT PIERCE BLVD	INDRIO RD to EMERSON AVE	226	3,375	2023	540	229	C	0.42	235	C	0.44
GARDENIA AVE	OLEANDER AVE to US 1	666	2,511	2022	750	194	C	0.26	184	C	0.25
GATLIN BLVD	W OF I-95 to E OF I-95	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	E OF I-95 to SAVAGE BLVD	945075	53,466	2024	3,170	2,620	C	0.83	2,620	C	0.83
GATLIN BLVD	SAVAGE BLVD to ROSSER BLVD	740	47,500	2025	3,170	2,111	C	0.67	2,481	C	0.78
GATLIN BLVD	ROSSER BLVD to SAVONA BLVD	741	40,500	2025	3,170	1,781	C	0.56	2,068	C	0.65
GATLIN BLVD	SAVONA BLVD to PORT ST LUCIE BLVD	742	34,500	2025	3,170	1,472	C	0.46	1,498	C	0.47
GEORGIA AVE	25TH ST to OKEECHOBEE RD	667	4,054	2023	600	236	C	0.39	226	C	0.38
GEORGIA AVE	OKEECHOBEE RD to 17TH ST	667	4,054	2023	750	236	C	0.31	226	C	0.30
GEORGIA AVE	17TH ST to 13TH ST	508	4,817	2023	600	245	C	0.41	247	C	0.41

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						Volume	LOS	V/C	Volume	LOS	V/C
GEORGIA AVE	13TH ST to 7TH ST	506	2,211	2023	600	134	C	0.22	150	C	0.25
GEORGIA AVE	7TH ST to US 1	504	1,972	2023	600	109	C	0.18	117	C	0.20
GILSON RD	MARTIN C.L. to BECKER RD	111	11,314	2024	710	963	F	1.36	1,019	F	1.44
GILSON RD	BECKER RD to NW LAKERIDGE DR	775	3,300	2025	540	177	C	0.33	198	C	0.37
GLADES CUT-OFF RD	RANGE LINE RD to RESERVE BLVD	668	2,743	2022	1,070	172	B	0.16	182	B	0.17
GLADES CUT-OFF RD	RESERVE BLVD to COMMERCE CENTER DR	119	5,565	2022	1,070	438	C	0.41	509	C	0.48
GLADES CUT-OFF RD	CARLTON RD to RANGE LINE RD	773	550	2025	390	32	B	0.08	32	B	0.08
GLADES CUT-OFF RD	COMMERCE CENTER DR to MIDWAY RD	731	5,600	2024	920	458	C	0.50	453	C	0.49
GLADES CUT-OFF RD	MIDWAY RD to JENKINS RD	115	10,534	2024	790	605	D	0.77	597	D	0.76
GLADES CUT-OFF RD	JENKINS RD to SELVITZ RD	113	6,441	2023	830	384	C	0.46	356	C	0.43
GRAHAM RD	KINGS HWY to JENKINS RD	669	2,268	2022	630	143	C	0.23	144	C	0.23
GREEN RIVER PKWY	MARTIN C.L. to CHARLESTON DR	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	CHARLESTON DR to MELALEUCA BLVD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
GREEN RIVER PKWY	MELALEUCA BLVD to WALTON RD	319	5,910	2024	1,070	349	B	0.33	363	B	0.34
HARTMAN RD	OKEECHOBEE RD to PETERSON RD	670	7,200	2025	750	452	D	0.60	392	D	0.52
HARTMAN RD	PETERSON RD to DELAWARE AVE	670	7,200	2025	540	452	D	0.84	392	D	0.73
HARTMAN RD	DELAWARE AVE to ORANGE AVE	670	7,200	2025	790	452	D	0.57	392	D	0.50
HEADER CANAL RD	OKEECHOBEE RD to ORANGE AVE	121	636	2024	670	43	B	0.06	42	B	0.06
HILLMOOR DR	US 1 to LENNARD RD	671	7,050	2023	790	391	D	0.49	370	C	0.47
I-95	MARTIN C.L. to GATLIN BLVD	890334	79,895	2024							
I-95	GATLIN BLVD to ST LUCIE WEST BLVD	941901	94,995	2024							
I-95	ST LUCIE WEST BLVD to MIDWAY RD	941904	77,652	2024							
I-95	MIDWAY RD to OKEECHOBEE RD	941902	82,598	2024							
I-95	OKEECHOBEE RD to ORANGE AVE	940260	74,811	2024							
I-95	ORANGE AVE to INDRIO RD	941905	56,920	2024							
I-95	INDRIO RD to INDIAN RIVER C.L.	882003	46,817	2024							
INDIAN RIVER DR	CITRUS AVE to ORANGE AVE	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	ORANGE AVE to AVENUE A	762	6,200	2025	750	378	D	0.50	395	D	0.53
INDIAN RIVER DR	AVENUE D to SEAWAY DR	761	6,900	2025	790	371	C	0.47	392	D	0.50
INDIAN RIVER DR	AVENUE A to AVENUE D	761	6,900	2025	540	371	D	0.69	392	D	0.73
INDRIO RD	PRIVATE RD to I-95 W RAMP	771	6,600	2025	1,080	421	C	0.39	406	B	0.38
INDRIO RD	I-95 W RAMP to I-95 E RAMP	940128	1,238	2024							

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Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
INDRIO RD	I-95 E RAMP to KOBLEGARD RD	940038	12,642	2024							
INDRIO RD	KOBLEGARD RD to JOHNSTON RD	940038	12,642	2024							
INDRIO RD	JOHNSTON RD to EMERSON AVE	940038	12,642	2024							
INDRIO RD	EMERSON RD to SEMINOLE RD	940281	11,944	2024							
INDRIO RD	SEMINOLE RD to KINGS HWY	940281	11,944	2024							
INDRIO RD	KINGS HWY to SLASH PINE TRL	114	5,763	2023	790	364	C	0.46	358	C	0.45
INDRIO RD	SLASH PINE TRL to US 1	114	5,763	2023	920	364	C	0.40	358	C	0.39
INDRIO RD	US 1 to OLD DIXIE HWY	672	1,070	2022	750	93	C	0.12	98	C	0.13
JENKINS RD	EDWARDS RD to OKEECHOBEE RD	133	10,986	2024	880	668	C	0.76	678	C	0.77
JENKINS RD	OKEECHOBEE RD to GRAHAM RD	131	11,143	2024	920	593	C	0.64	595	C	0.65
JENKINS RD	GRAHAM RD to PETERSON RD	739	6,500	2024	630	357	C	0.57	352	C	0.56
JENKINS RD	PETERSON RD to ORANGE AVE	739	6,500	2024	920	357	C	0.39	352	C	0.38
JENNINGS RD	US 1 to LENNARD RD	673	4,691	2022	2,100	246	C	0.12	234	C	0.11
JOHNSTON RD	ANGLE RD to L20	674	2,766	2022	1,070	217	B	0.20	190	B	0.18
JOHNSTON RD	L20 to MEADOWOOD DR	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	MEADOWOOD DR to OLD JOHNSTON RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	OLD JOHNSTON RD to INDRIO RD	675	2,477	2022	1,070	164	B	0.15	155	B	0.14
JOHNSTON RD	INDRIO RD to RUSSOS RD	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JOHNSTON RD	RUSSOS RD to INDIAN RIVER C.L.	135	9,303	2023	1,070	539	C	0.50	509	C	0.48
JUANITA AVE	53RD ST to 25TH ST	122	1,369	2022	750	87	C	0.12	72	C	0.10
JUANITA AVE	25TH ST to US 1	120	3,445	2022	750	176	C	0.23	192	C	0.26
KEEN RD	ANGLE RD to JUANITA AVE	129	3,109	2023	630	227	C	0.36	246	C	0.39
KEEN RD	JUANITA AVE to ST LUCIE BLVD	129	3,109	2023	630	227	C	0.36	246	C	0.39
KINGS HWY	OKEECHOBEE RD to CROSSROADS PKWY	940757	9,986	2024							
KINGS HWY	CROSSROADS PKWY to GRAHAM RD	940757	9,986	2024							
KINGS HWY	GRAHAM RD to PICOS RD	940076	7,196	2024							
KINGS HWY	PICOS RD to ORANGE AVE	940076	7,196	2024							
KINGS HWY	ORANGE AVE to ANGLE RD	940077	15,122	2024							
KINGS HWY	ANGLE RD to ST LUCIE BLVD	940751	11,634	2024							
KINGS HWY	ST LUCIE BLVD to INDRIO RD	940006	14,415	2024							
KIRBY LOOP RD	EDWARDS RD to 35TH ST	677	2,369	2021	630	137	C	0.22	127	C	0.20
KITTERMAN RD	OLEANDER AVE to US 1	124	3,241	2023	750	209	C	0.28	170	C	0.23

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						Volume	LOS	V/C	Volume	LOS	V/C
KITTERMAN RD	US 1 to LENNARD EXT	678	1,723	2022	750	101	C	0.13	105	C	0.14
LENNARD RD	US 1 to MARIPOSA AVE	325	15,500	2025	1,710	784	D	0.46	927	D	0.54
LENNARD RD	MARIPOSA AVE to MELALEUCA BLVD	325	15,500	2025	1,710	784	D	0.46	927	D	0.54
LENNARD RD	MELALEUCA BLVD to JENNINGS RD	325	15,500	2025	1,630	784	D	0.48	927	D	0.57
LENNARD RD	JENNINGS RD to HILLMOOR DR	325	15,500	2025	1,710	784	D	0.46	927	D	0.54
LENNARD RD	HILLMOOR DR to TIFFANY AVE	325	15,500	2025	1,710	784	D	0.46	927	D	0.54
LENNARD RD	TIFFANY AVE to WALTON RD	323	6,713	2022	1,710	367	C	0.21	354	C	0.21
LENNARD RD	WALTON RD to S OF SAVANNA CLUB BLVD	679	3,721	2021	790	257	C	0.33	244	C	0.31
LYNGATE DR	VETERANS MEMORIAL PKWY to MORNINGSIDE BLVD	306	10,344	2023	920	653	C	0.71	590	C	0.64
LYNGATE DR	MORNINGSIDE BLVD to US 1	306	10,344	2023	920	653	C	0.71	590	C	0.64
MARIPOSA AVE	LENNARD RD to HALLAHAN ST	166	6,792	2023	880	529	C	0.60	504	C	0.57
MCCARTY RD	WILLIAMS RD to MIDWAY RD	680	372	2022	540	27	C	0.05	25	C	0.05
MCCARTY RD	MIDWAY RD to OKEECHOBEE RD	681	322	2024	540	26	C	0.05	23	C	0.04
MCNEIL RD	OKEECHOBEE RD to KIRBY LOOP RD	682	5,540	2023	790	347	C	0.44	338	C	0.43
MCNEIL RD	KIRBY LOOP RD to EDWARDS RD	682	5,540	2023	540	347	D	0.64	338	D	0.63
MELALEUCA BLVD	LENNARD RD to GREEN RIVER PKWY	683	10,200	2024	920	652	C	0.71	622	C	0.68
MIDWAY RD	EAST TORINO PKWY to MILNER DR	134	24,000	2025	880	1,190	F	1.35	1,239	F	1.41
MIDWAY RD	MILNER DR to W OF SELVITZ RD	134	24,000	2025	790	1,190	F	1.51	1,239	F	1.57
MIDWAY RD	OKEECHOBEE RD to SHINN RD	754	6,300	2025	760	332	C	0.44	348	C	0.46
MIDWAY RD	SHINN RD to MCCARTY RD	754	6,300	2025	630	332	C	0.53	348	C	0.55
MIDWAY RD	MCCARTY RD to I-95	755	7,300	2025	700	396	C	0.57	413	C	0.59
MIDWAY RD	I-95 to GLADES CUT-OFF RD	756	21,000	2025	2,100	1,048	C	0.50	1,051	C	0.50
MIDWAY RD	GLADES CUT-OFF RD to EAST TORINO PKWY	228	22,500	2025	2,100	1,137	C	0.54	1,188	C	0.57
MIDWAY RD	W OF SELVITZ RD to SELVITZ RD	134	24,000	2025	2,100	1,190	C	0.57	1,239	C	0.59
MIDWAY RD	SELVITZ RD to CHRISTENSEN RD	132	21,000	2025	2,100	1,091	C	0.52	1,021	C	0.49
MIDWAY RD	CHRISTENSEN RD to 25TH ST	132	21,000	2025	2,100	1,091	C	0.52	1,021	C	0.49
MIDWAY RD	25TH ST to SUNRISE BLVD	130	22,500	2025	2,100	1,222	C	0.58	1,130	C	0.54
MIDWAY RD	SUNRISE BLVD to OLEANDER AVE	130	22,500	2025	2,100	1,222	C	0.58	1,130	C	0.54
MIDWAY RD	OLEANDER AVE to US 1	242	17,000	2025	2,100	905	C	0.43	829	C	0.39
MIDWAY RD	US 1 to WALLACE ST	757	8,100	2025	790	521	D	0.66	489	D	0.62
MIDWAY RD	WALLACE ST to WEATHERBEE RD	757	8,100	2025	920	521	C	0.57	489	C	0.53
MIDWAY RD	WEATHERBEE RD to INDIAN RIVER DR	758	3,200	2025	630	251	C	0.40	274	C	0.43

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

St. Lucie Transportation Planning Organization

Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

Traffic Counts and Level of Service Report
2025

Roadway Name	Location	STATION ID	2025 AADT *	Last Physical Count Year	Pk Hr Service Capacity	AM Pk Hr Pk Dir			PM Pk Hr Pk Dir		
						Volume	LOS	V/C	Volume	LOS	V/C
MORNINGSIDE BLVD	WESTMORELAND BLVD to PORT ST LUCIE BLVD	333	2,026	2022	920	109	C	0.12	109	C	0.12
MORNINGSIDE BLVD	PORT ST LUCIE BLVD to LYNGATE DR	331	3,416	2024	880	279	C	0.32	275	C	0.31
NEBRASKA AVE	25TH ST to 13TH ST	684	3,389	2022	1,710	225	C	0.13	173	C	0.10
OAKRIDGE DR	MOUNTWELL ST to OAKLYN ST	621	6,548	2024	700	327	C	0.47	310	C	0.44
OHIO AVE	SUNRISE BLVD to COLONIAL RD	686	3,655	2022	540	193	C	0.36	214	C	0.40
OHIO AVE	COLONIAL RD to US 1	686	3,655	2022	750	193	C	0.26	214	C	0.29
OKEECHOBEE RD	OKEECHOBEE C.L. to BLUEFIELD RD	687	11,285	2024	1,580	611	B	0.39	618	B	0.39
OKEECHOBEE RD	BLUEFIELD RD to CARLTON RD	687	11,285	2024	2,000	611	B	0.31	618	B	0.31
OKEECHOBEE RD	CARLTON RD to SNEED RD	940039	10,058	2024							
OKEECHOBEE RD	IDEAL HOLDING RD to HEADER CANAL RD	940039	10,058	2024							
OKEECHOBEE RD	SNEED RD to IDEAL HOLDING RD	940039	10,058	2024							
OKEECHOBEE RD	HEADER CANAL RD to MIDWAY RD	940039	10,058	2024							
OKEECHOBEE RD	MIDWAY RD to SHINN RD	940039	10,058	2024							
OKEECHOBEE RD	SHINN RD to MCCARTY RD	940195	7,458	2024							
OKEECHOBEE RD	MCCARTY RD to FLORIDA'S TURNPIKE	940025	10,829	2024							
OKEECHOBEE RD	FLORIDA'S TURNPIKE to KINGS HWY	940025	10,829	2024							
OKEECHOBEE RD	KINGS HWY to CROSSROADS PKWY	940748	24,802	2024							
OKEECHOBEE RD	CROSSROADS PKWY to I-95	940106	26,584	2024							
OKEECHOBEE RD	I-95 to JENKINS RD	940029	34,664	2024							
OKEECHOBEE RD	JENKINS RD to MCNEIL RD	940029	34,664	2024							
OKEECHOBEE RD	MCNEIL RD to VIRGINIA AVE	940742	33,563	2024							
OKEECHOBEE RD	VIRGINIA AVE to HARTMAN RD	688	13,254	2023	2,100	685	C	0.33	676	C	0.32
OKEECHOBEE RD	HARTMAN RD to 35TH ST	688	13,254	2023	1,630	685	C	0.42	676	C	0.41
OKEECHOBEE RD	35TH ST to 33RD ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	33RD ST to 25TH ST	689	15,788	2023	1,630	822	D	0.50	787	D	0.48
OKEECHOBEE RD	25TH ST to GEORGIA AVE	690	11,662	2023	1,630	675	C	0.41	599	C	0.37
OKEECHOBEE RD	GEORGIA AVE to DELAWARE AVE	690	11,662	2023	1,710	675	C	0.39	599	C	0.35
OLD DIXIE HWY	US 1 to SR A1A NORTH	691	42	2022	790	6	C	0.01	6	C	0.01
OLD DIXIE HWY	SR A1A NORTH to ST LUCIE BLVD	768	9,800	2025	750	559	D	0.75	613	D	0.82
OLD DIXIE HWY	ST LUCIE BLVD to INDRIO RD	227	1,752	2022	790	142	C	0.18	104	C	0.13
OLD DIXIE HWY	INDRIO RD to INDIAN RIVER C.L.	769	2,000	2025	870	144	C	0.17	150	C	0.17
OLEANDER AVE	BEACH AVE to KITTERMAN RD	692	3,024	2021	540	175	C	0.32	198	C	0.37

* **NOTE:** A six digit number in the "STATION ID" column identifies segment counted by FDOT.
Peak hour data is not available for locations on State roads due to differences in data availability, LOS Methodologies, and service level thresholds.
Please refer to FDOT sources for detailed data on FDOT traffic counts.

* Volumes shown were adjusted using FDOT Seasonal Factors
* AADT = Annual Average Daily Traffic (volumes for both directions where applicable)

*** NOTE:** If the Last Count Year is older than the year of the report, the AADT is projected from historical traffic count data.

COUNTY: 94
STATION: 0025
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 91/TPK (COUNTY 25)
START DATE: 02/29/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	20	22	14	11	67	10	16	7	12	45	112
0100	8	8	6	7	29	11	13	8	5	37	66
0200	3	5	10	3	21	3	1	8	7	19	40
0300	5	6	5	7	23	4	8	11	11	34	57
0400	10	13	12	24	59	12	16	16	15	59	118
0500	30	37	54	52	173	17	24	34	41	116	289
0600	74	89	111	123	397	44	55	57	72	228	625
0700	137	134	168	131	570	62	92	138	89	381	951
0800	124	108	118	109	459	89	97	73	75	334	793
0900	99	96	86	93	374	71	84	73	79	307	681
1000	117	103	117	94	431	95	78	89	81	343	774
1100	120	113	107	129	469	98	66	86	82	332	801
1200	131	113	131	114	489	79	99	76	91	345	834
1300	101	110	114	106	431	85	96	91	109	381	812
1400	114	118	122	100	454	101	105	74	109	389	843
1500	116	120	94	111	441	113	152	138	143	546	987
1600	113	108	130	104	455	155	157	120	117	549	1004
1700	123	110	102	98	433	141	165	174	151	631	1064
1800	104	102	78	62	346	160	178	145	151	634	980
1900	73	65	66	61	265	126	116	100	92	434	699
2000	65	63	62	73	263	64	63	58	64	249	512
2100	68	97	109	112	386	44	46	24	39	153	539
2200	129	129	127	139	524	29	24	25	26	104	628
2300	141	161	158	17	477	29	22	12	8	71	548
24-HOUR TOTALS:					8036					6721	14757

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	570	730	413	715	965
P.M.	1200	489	1730	663	1730	1069
DAILY	2245	599	1730	663	1730	1069

TRUCK PERCENTAGE 13.10 16.63 14.71

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	22	5343	1618	45	534	49	16	197	209	2	0	1	0	0	0	1053	8036
W	26	4912	665	40	483	245	23	75	238	9	0	5	0	0	0	1118	6721

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0748
DESCRIPTION: SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNT
START DATE: 03/12/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	57	41	39	38	175	29	33	30	23	115	290
0100	34	55	31	42	162	24	20	25	16	85	247
0200	25	25	20	26	96	21	10	12	22	65	161
0300	17	21	32	31	101	28	26	29	23	106	207
0400	32	27	42	49	150	27	36	34	32	129	279
0500	52	68	112	121	353	60	72	91	98	321	674
0600	145	180	205	194	724	139	141	176	177	633	1357
0700	219	266	293	282	1060	181	177	191	208	757	1817
0800	273	230	211	239	953	180	182	173	202	737	1690
0900	218	217	214	222	871	171	162	194	163	690	1561
1000	223	227	254	236	940	180	179	170	158	687	1627
1100	265	282	272	245	1064	207	173	180	171	731	1795
1200	277	281	292	283	1133	202	187	208	190	787	1920
1300	268	299	242	284	1093	211	186	169	215	781	1874
1400	268	236	261	253	1018	226	183	203	197	809	1827
1500	279	262	266	247	1054	195	216	259	243	913	1967
1600	270	285	244	295	1094	239	255	232	232	958	2052
1700	269	303	282	246	1100	254	248	224	196	922	2022
1800	307	224	221	198	950	199	211	182	165	757	1707
1900	176	191	194	162	723	142	182	135	148	607	1330
2000	159	175	142	126	602	149	114	100	112	475	1077
2100	125	104	130	92	451	97	108	68	72	345	796
2200	79	83	77	80	319	51	65	65	46	227	546
2300	73	52	44	61	230	43	50	43	41	177	407
24-HOUR TOTALS:					16416					12814	29230

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1114	730	761	715	1870
P.M.	1645	1149	1530	996	1645	2107
DAILY	1645	1149	1530	996	1645	2107

TRUCK PERCENTAGE 23.60 26.54 24.89

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	88	9121	3332	277	944	192	12	369	1983	37	23	32	5	0	1	3874	16416
W	39	6425	2858	266	1220	99	40	250	1443	36	18	14	15	0	91	3401	12814

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0748
DESCRIPTION: SR 70/OKEECHOBEE RD - E OF SR 713/KINGS HWY (COUNT
START DATE: 03/13/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	48	44	39	41	172	39	37	25	21	122	294
0100	35	32	40	19	126	27	26	22	20	95	221
0200	23	23	31	23	100	20	14	19	25	78	178
0300	23	14	19	30	86	24	28	20	29	101	187
0400	32	38	34	50	154	24	29	36	47	136	290
0500	69	79	90	126	364	49	65	79	105	298	662
0600	118	168	189	225	700	97	154	145	193	589	1289
0700	222	270	290	319	1101	156	180	208	189	733	1834
0800	249	252	246	263	1010	206	189	182	162	739	1749
0900	220	240	267	197	924	171	190	192	183	736	1660
1000	209	244	267	282	1002	193	208	199	181	781	1783
1100	261	269	262	298	1090	218	182	214	230	844	1934
1200	296	275	295	273	1139	222	238	193	195	848	1987
1300	276	261	263	273	1073	227	204	206	206	843	1916
1400	274	267	297	314	1152	230	225	229	240	924	2076
1500	289	306	279	276	1150	248	234	244	241	967	2117
1600	321	293	326	281	1221	263	211	235	259	968	2189
1700	311	276	284	260	1131	259	254	221	216	950	2081
1800	263	209	250	224	946	189	186	174	166	715	1661
1900	226	180	197	210	813	153	143	139	118	553	1366
2000	154	134	135	132	555	106	141	102	113	462	1017
2100	130	119	118	98	465	95	104	69	94	362	827
2200	109	81	91	93	374	64	71	66	50	251	625
2300	89	57	78	60	284	42	46	40	34	162	446
24-HOUR TOTALS:					17132					13257	30389

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	1128	730	792	715	1911
P.M.	1600	1221	1630	1007	1630	2201
DAILY	1600	1221	1630	1007	1630	2201

TRUCK PERCENTAGE 23.60 25.98 24.64

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	133	9601	3355	251	988	246	13	383	2074	41	28	17	2	0	0	4043	17132
W	44	6885	2803	279	1261	110	32	283	1399	31	20	12	17	0	81	3444	13257

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0106
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB T
START DATE: 02/28/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	23	17	12	12	64	64	61	82	77	284	348
0100	16	8	8	6	38	44	35	41	56	176	214
0200	10	10	7	9	36	36	39	46	40	161	197
0300	6	4	6	9	25	38	43	40	44	165	190
0400	10	12	10	16	48	41	73	75	95	284	332
0500	24	30	34	48	136	102	111	131	175	519	655
0600	51	78	119	114	362	188	172	213	286	859	1221
0700	147	172	197	185	701	240	269	274	306	1089	1790
0800	159	165	165	191	680	274	257	255	262	1048	1728
0900	135	145	153	117	550	226	224	247	226	923	1473
1000	155	126	138	172	591	237	231	235	272	975	1566
1100	154	163	156	160	633	260	292	297	266	1115	1748
1200	161	141	165	160	627	284	295	348	282	1209	1836
1300	147	137	138	143	565	276	312	267	302	1157	1722
1400	152	133	139	144	568	267	281	308	283	1139	1707
1500	155	136	162	120	573	327	318	338	391	1374	1947
1600	158	147	159	166	630	377	421	405	419	1622	2252
1700	187	165	162	145	659	450	436	416	371	1673	2332
1800	158	169	116	119	562	371	384	422	362	1539	2101
1900	124	150	114	104	492	397	354	276	265	1292	1784
2000	100	109	93	137	439	265	212	209	183	869	1308
2100	106	122	102	123	453	168	126	119	106	519	972
2200	123	142	120	153	538	99	82	74	79	334	872
2300	131	142	172	149	594	55	64	62	53	234	828
24-HOUR TOTALS:					10564					20559	31123

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	713	715	1123	715	1836
P.M.	1645	680	1645	1721	1645	2401
DAILY	715	713	1645	1721	1645	2401

TRUCK PERCENTAGE 3.80 21.09 15.22

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	97	9613	445	62	166	36	13	47	51	23	0	0	3	0	8	401	10564
W	42	11848	4322	299	1458	183	70	243	1939	35	53	50	5	0	12	4335	20559

GENERATED BY SPS 5.0.0.61

COUNTY: 94
STATION: 0106
DESCRIPTION: SR 70/OKEECHOBEE RD - W OF SR 9\I-95 (INCLUDE EB T
START DATE: 02/29/2024
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	50	35	29	20	134	48	40	49	37	174	308
0100	20	13	13	12	58	31	33	18	11	93	151
0200	11	7	4	8	30	22	27	24	18	91	121
0300	6	5	11	9	31	28	28	26	25	107	138
0400	15	3	23	16	57	36	35	45	55	171	228
0500	27	39	36	42	144	62	93	109	119	383	527
0600	64	85	120	137	406	132	154	191	239	716	1122
0700	158	186	218	176	738	233	293	297	260	1083	1821
0800	177	161	172	156	666	257	257	241	236	991	1657
0900	157	131	147	125	560	244	252	237	264	997	1557
1000	137	128	153	132	550	277	261	279	271	1088	1638
1100	152	155	156	171	634	311	264	301	305	1181	1815
1200	166	155	172	144	637	309	326	269	324	1228	1865
1300	153	147	139	132	571	290	279	314	354	1237	1808
1400	148	155	158	122	583	351	376	328	343	1398	1981
1500	180	153	160	159	652	335	352	322	387	1396	2048
1600	145	149	170	168	632	366	336	387	353	1442	2074
1700	175	155	148	137	615	367	412	383	373	1535	2150
1800	149	149	145	114	557	362	339	286	307	1294	1851
1900	101	123	95	93	412	306	265	273	239	1083	1495
2000	85	91	77	89	342	198	191	183	156	728	1070
2100	85	108	104	90	387	131	129	117	95	472	859
2200	108	100	107	113	428	106	64	93	62	325	753
2300	125	137	125	35	422	67	78	94	68	307	729
24-HOUR TOTALS:					10246					19520	29766

PEAK VOLUME INFORMATION

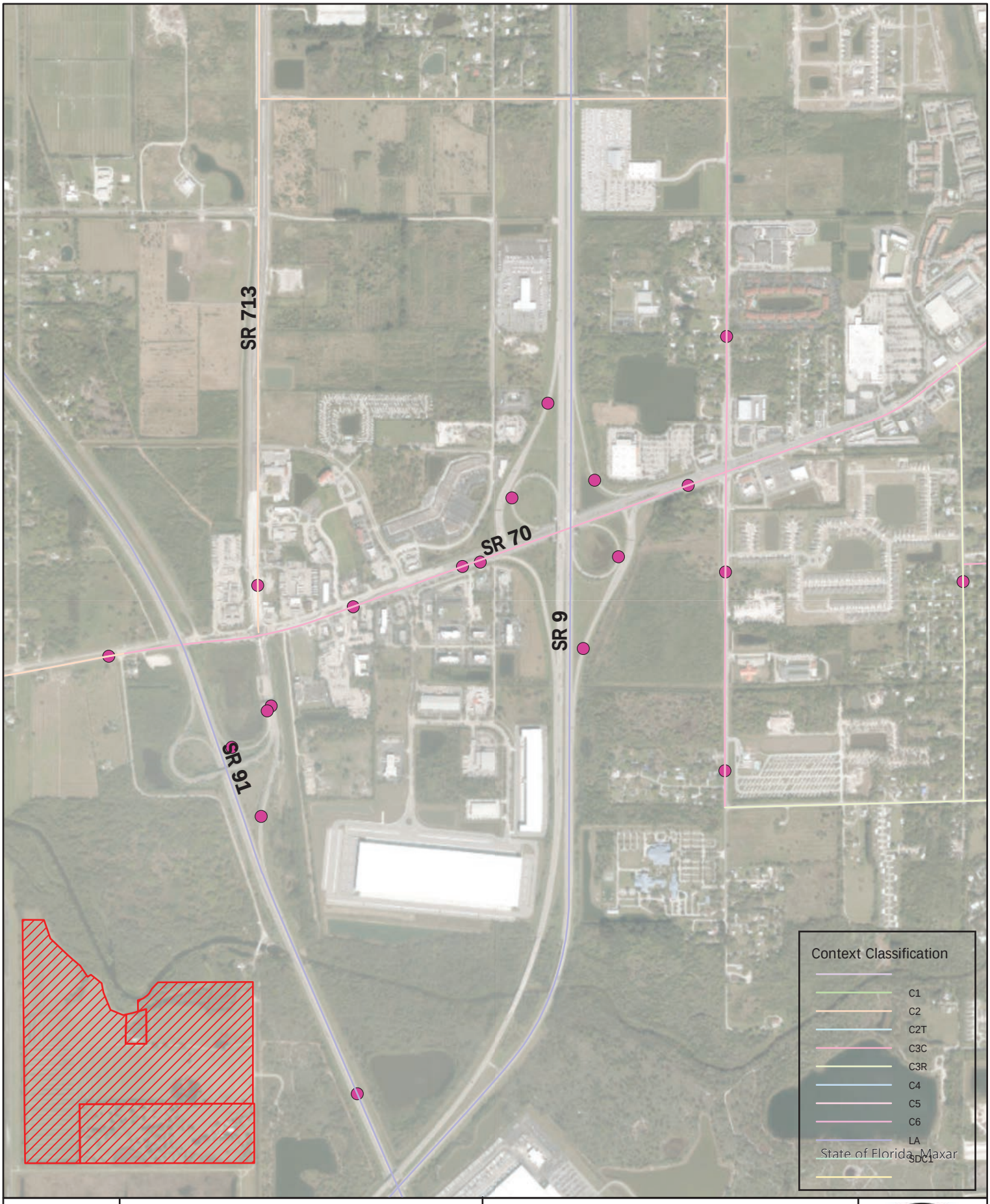
	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	757	715	1107	715	1864
P.M.	1630	668	1700	1535	1630	2187
DAILY	715	757	1700	1535	1630	2187

TRUCK PERCENTAGE 4.33 20.41 14.88

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	105	9300	393	70	204	41	12	52	42	16	1	0	6	0	4	444	10246
W	57	11361	4111	313	1467	172	40	268	1615	41	35	28	5	0	7	3984	19520

GENERATED BY SPS 5.0.0.61



Project Site
FDOT

0.15 0.07 0 0.15 0.3 0.45 0.6
Miles

EXHIBIT 5:
CONTEXT CLASS
GORDY ROAD ESTATES

JFO GROUP INC

Limited Access

Freeway Generalized Service Volume Tables

(Core Urbanized)

Peak Hour Directional

	B	C	D	E
2 Lane	2,400	3,170	3,970	4,150
3 Lane	3,390	4,600	5,810	6,130
4 Lane	4,340	6,060	7,700	8,170
5 Lane	5,480	7,450	9,680	10,390
6 Lane	6,630	9,220	11,520	12,760

Peak Hour Two-Way

	B	C	D	E
4 Lane	4,360	5,760	7,220	7,550
6 Lane	6,160	8,360	10,560	11,150
8 Lane	7,890	11,020	14,000	14,850
10 Lane	9,960	13,550	17,600	18,890
12 Lane	12,050	16,760	20,950	23,200

AADT

	B	C	D	E
4 Lane	51,300	67,800	84,900	88,800
6 Lane	72,500	98,400	124,200	131,200
8 Lane	92,800	129,600	164,700	174,700
10 Lane	117,200	159,400	207,100	222,200
12 Lane	141,800	197,200	246,500	272,900

(Urbanized)

	B	C	D	E
2 Lane	2,500	3,300	4,070	4,240
3 Lane	3,570	4,900	6,080	6,360
4 Lane	4,720	6,500	8,090	8,490
5 Lane	5,790	8,020	10,020	10,610

	B	C	D	E
4 Lane	4,550	6,000	7,400	7,710
6 Lane	6,490	8,910	11,050	11,560
8 Lane	8,580	11,820	14,710	15,440
10 Lane	10,530	14,580	18,220	19,290

	B	C	D	E
4 Lane	50,600	66,700	82,200	85,700
6 Lane	72,100	99,000	122,800	128,400
8 Lane	95,300	131,300	163,400	171,600
10 Lane	117,000	162,000	202,400	214,300

(Transitioning)

	B	C	D	E
2 Lane	2,430	3,180	3,790	3,910
3 Lane	3,520	4,670	5,610	5,870
4 Lane	4,630	6,170	7,440	7,830
5 Lane	5,690	7,640	9,220	9,800

	B	C	D	E
4 Lane	4,420	5,780	6,890	7,110
6 Lane	6,400	8,490	10,200	10,670
8 Lane	8,420	11,220	13,530	14,240
10 Lane	10,350	13,890	16,760	17,820

	B	C	D	E
4 Lane	45,100	59,000	70,300	72,600
6 Lane	65,300	86,600	104,100	108,900
8 Lane	85,900	114,500	138,100	145,300
10 Lane	105,600	141,700	171,000	181,800

(Rural)

	B	C	D	E
2 Lane	2,010	2,770	3,270	3,650
3 Lane	2,820	3,990	4,770	5,470
4 Lane	3,630	5,220	6,260	7,300

	B	C	D	E
4 Lane	3,650	5,040	5,950	6,640
6 Lane	5,130	7,250	8,670	9,950
8 Lane	6,600	9,490	11,380	13,270

	B	C	D	E
4 Lane	34,800	48,000	56,700	63,200
6 Lane	48,900	69,000	82,600	94,800
8 Lane	62,900	90,400	108,400	126,400

Adjustment Factors

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,000
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +1,800
Ramp Metering Present Adjustment: Multiply by 1.05

Auxiliary Lanes Present in Analysis Direction Adjustment: +20,000
Ramp Metering Present Adjustment: Multiply by 1.05

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C1 & C2

Motor Vehicle Highway Generalized Service Volume Tables

(C1-Natural & C2-Rural)

Peak Hour Directional

	B	C	D	E
1 Lane	240	430	730	1,490
2 Lane	1,670	2,390	2,910	3,340
3 Lane	2,510	3,570	4,370	5,010

Peak Hour Two-Way

	B	C	D	E
2 Lane	440	780	1,330	2,710
4 Lane	3,040	4,350	5,290	6,070
6 Lane	4,560	6,490	7,950	9,110

AADT

	B	C	D	E
2 Lane	4,600	8,200	14,000	28,500
4 Lane	32,000	45,800	55,700	63,900
6 Lane	48,000	68,300	83,700	95,900

Adjustment Factors

2 Lane Divided Roadway with Exclusive Left Turn Adjustment: Multiply by 1.05
Multilane Undivided Highway with Exclusive Left Turn Adjustment: Multiply by 0.95
Multilane Undivided Highway without Exclusive Left Turn Adjustment:: Multiply by 0.75

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.

C3C & C3R

Motor Vehicle Arterial Generalized Service Volume Tables

(C3C-Suburban Commercial)

Peak Hour Directional

	B	C	D	E
1 Lane	*	760	1,070	**
2 Lane	*	1,520	1,810	**
3 Lane	*	2,360	2,680	**
4 Lane	*	3,170	3,180	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,380	1,950	**
4 Lane	*	2,760	3,290	**
6 Lane	*	4,290	4,870	**
8 Lane	*	5,760	5,780	**

AADT

	B	C	D	E
2 Lane	*	15,300	21,700	**
4 Lane	*	30,700	36,600	**
6 Lane	*	47,700	54,100	**
8 Lane	*	64,000	64,200	**

(C3R-Suburban Residential)

	B	C	D	E
1 Lane	*	970	1,110	**
2 Lane	*	1,700	1,850	**
3 Lane	*	2,620	2,730	**

	B	C	D	E
2 Lane	*	1,760	2,020	**
4 Lane	*	3,090	3,360	**
6 Lane	*	4,760	4,960	**

	B	C	D	E
2 Lane	*	19,600	22,400	**
4 Lane	*	34,300	37,300	**
6 Lane	*	52,900	55,100	**

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
* Cannot be achieved using table input value defaults.
** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

C2T, C4, C5, & C6

Motor Vehicle Arterial Generalized Service Volume Tables

(C2T-Rural Town)

Peak Hour Directional

	B	C	D	E
1 Lane	*	720	940	**
2 Lane	*	1,140	1,640	**
3 Lane	*	2,120	2,510	**

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	1,310	1,710	**
4 Lane	*	2,070	2,980	**
6 Lane	*	3,850	4,560	**

AADT

	B	C	D	E
2 Lane	*	13,800	18,000	**
4 Lane	*	21,800	31,400	**
6 Lane	*	40,500	48,000	**

(C4-Urban General)

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

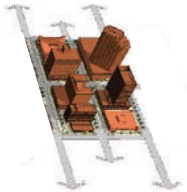
	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

(C5-Urban Center)

	B	C	D	E
1 Lane	*	*	690	1,080
2 Lane	*	1,290	1,900	2,130
3 Lane	*	1,410	2,670	3,110
4 Lane	*	2,910	3,560	3,640

	B	C	D	E
2 Lane	*	*	1,250	1,960
4 Lane	*	2,350	3,450	3,870
6 Lane	*	2,560	4,850	5,650
8 Lane	*	5,290	6,470	6,620

	B	C	D	E
2 Lane	*	*	13,900	21,800
4 Lane	*	26,100	38,300	43,000
6 Lane	*	28,400	53,900	62,800
8 Lane	*	58,800	71,900	73,600



(C6-Urban Core)

	B	C	D	E
1 Lane	*	***	790	1,030
2 Lane	*	***	1,490	1,920
3 Lane	*	***	2,730	2,940
4 Lane	*	***	3,250	3,490

	B	C	D	E
2 Lane	*	***	1,440	1,870
4 Lane	*	***	2,710	3,490
6 Lane	*	***	4,960	5,350
8 Lane	*	***	5,910	6,350

	B	C	D	E
2 Lane	*	***	16,000	20,800
4 Lane	*	***	30,100	38,800
6 Lane	*	***	55,100	59,400
8 Lane	*	***	65,700	70,600

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.
***LOS C thresholds are not applicable for C6 as C6 roadway facilities are neither planned nor designed to achieve automobile LOS C.

EXHIBIT 6: FIVE YEAR WORK PROGRAM

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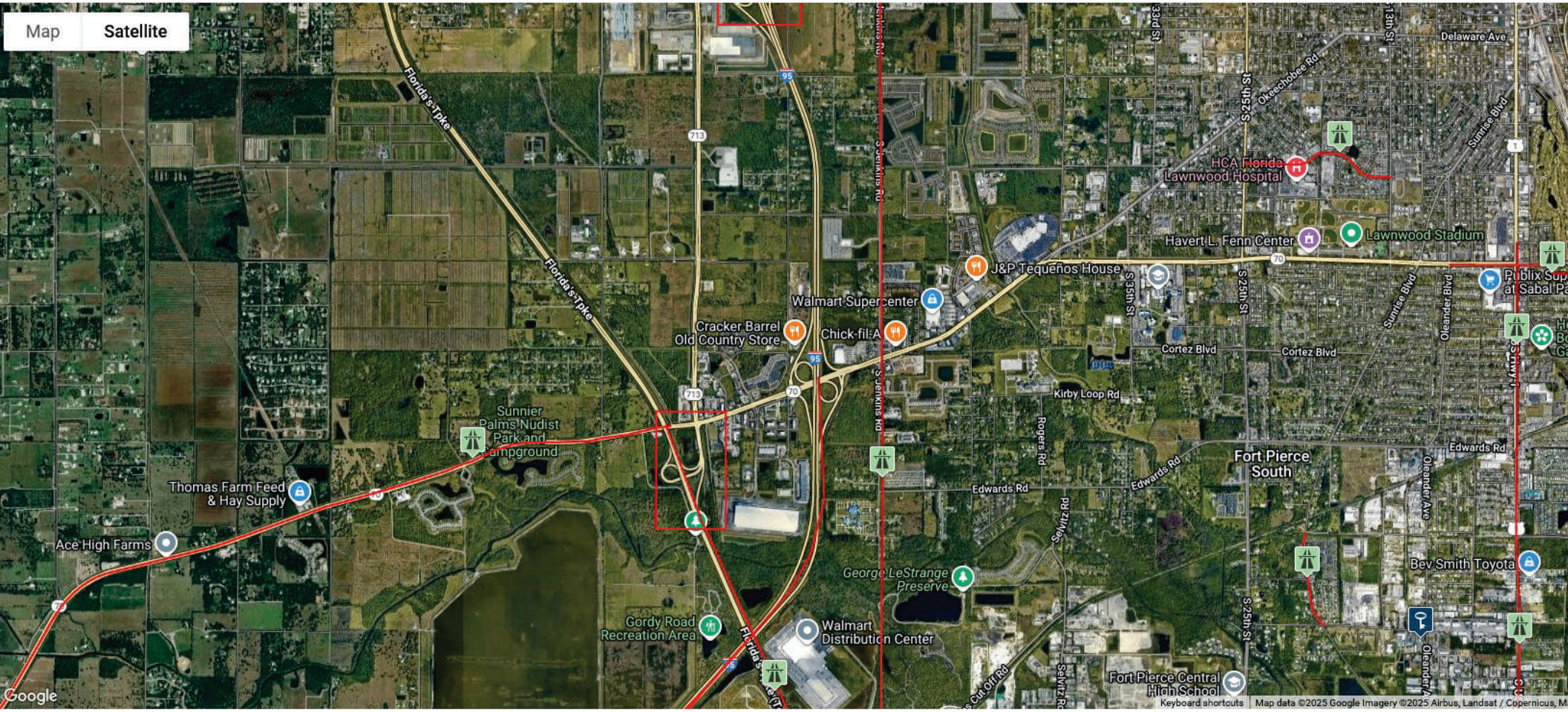
Map Menu

Add a comment by clicking on the location for your comment, then fill out the pop up form



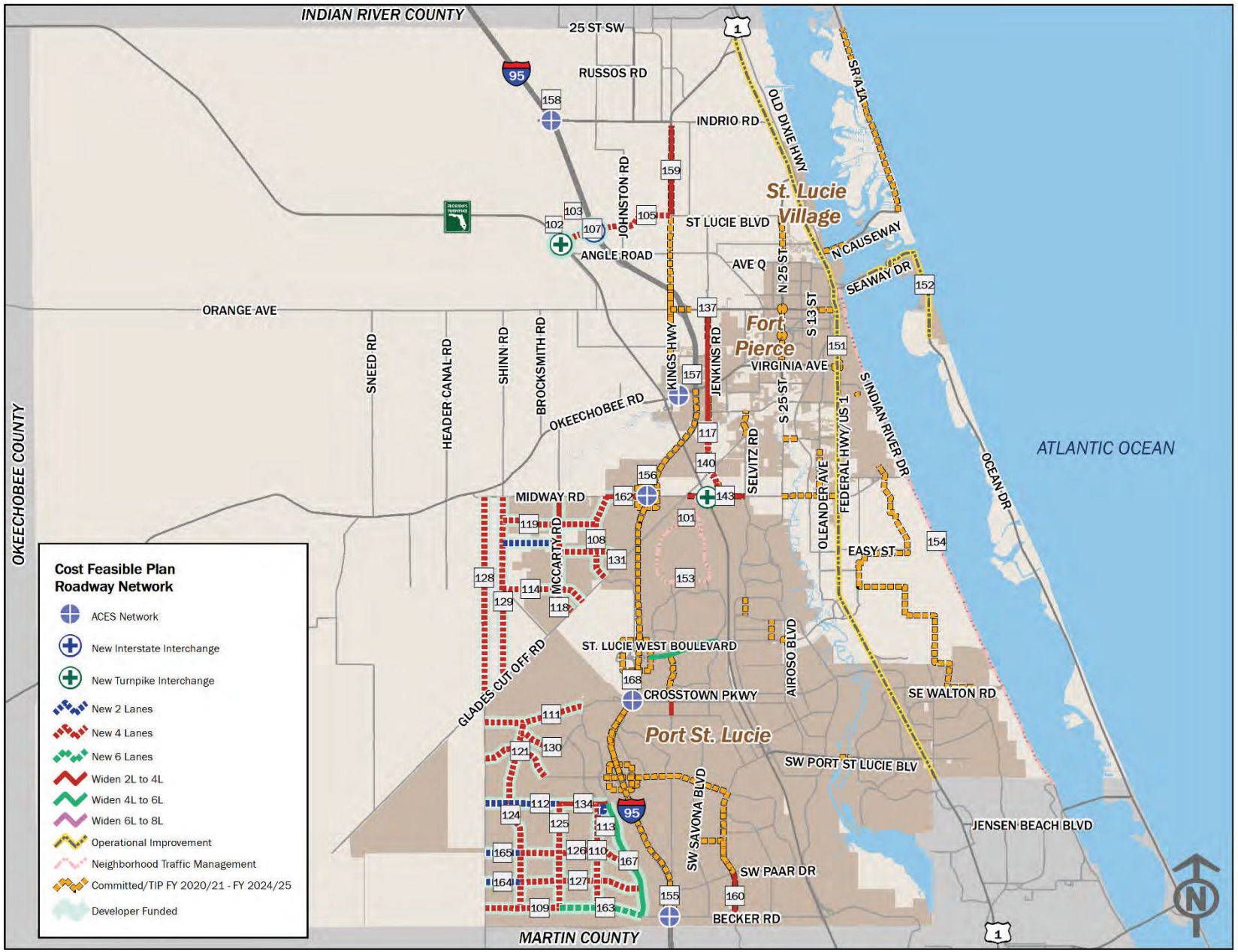


Figure 8-1. Cost Feasible Plan – Roadway Network

EXHIBIT 7: DRIVEWAY ANALYSIS

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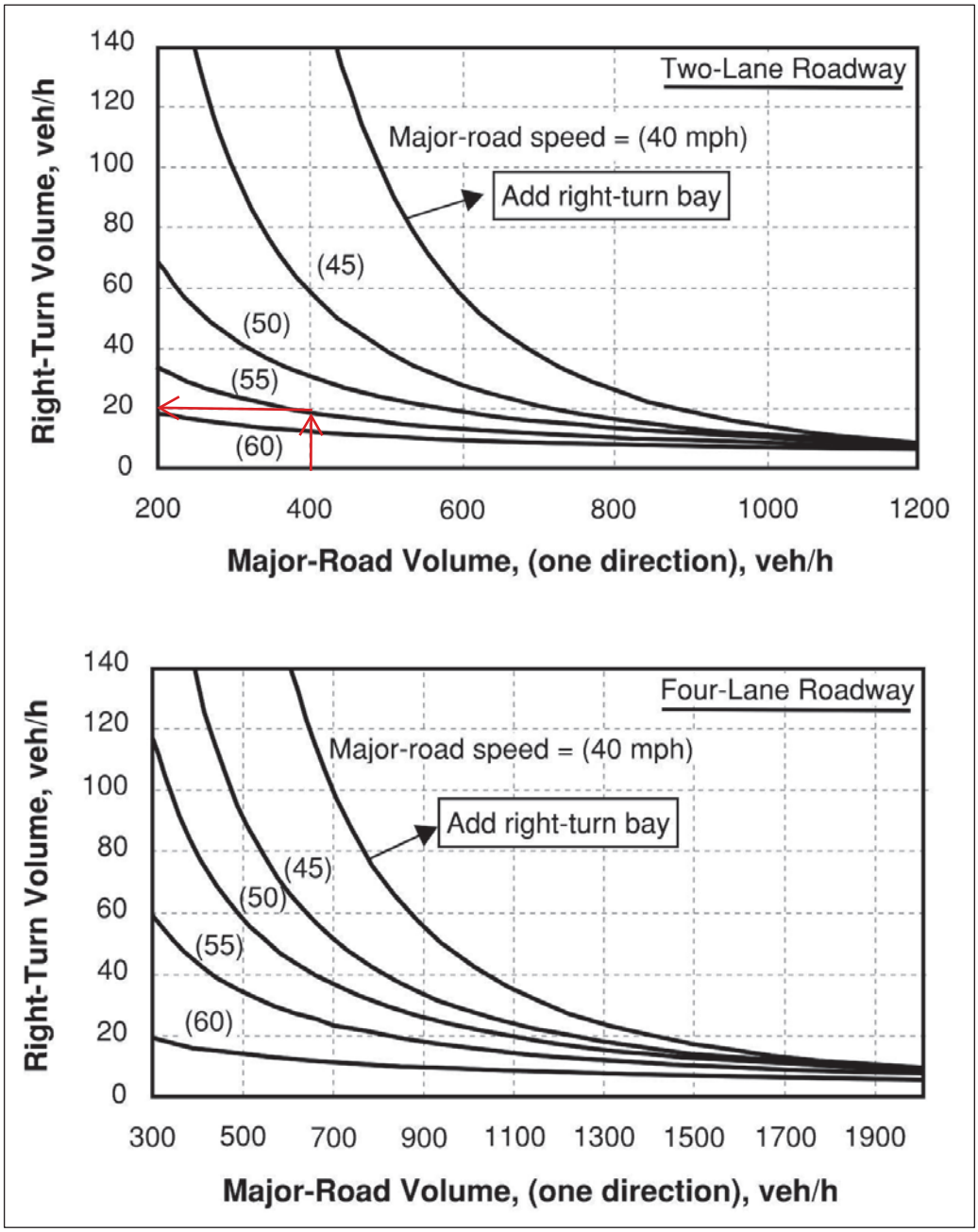
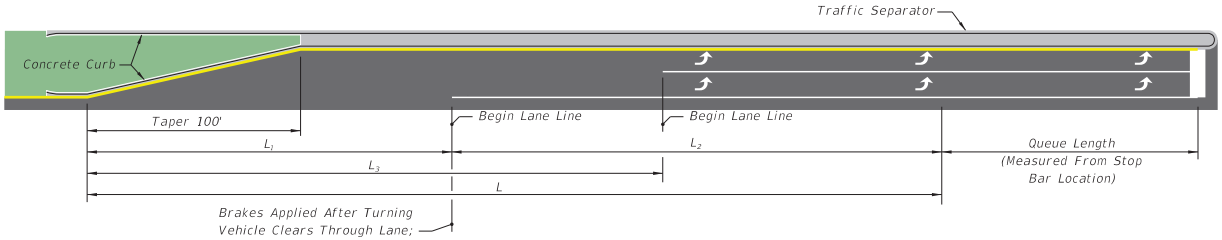
Figure 74 | Recommended Guidelines for Exclusive Right-Turn Lanes to Unsignalized Driveway/Intersection

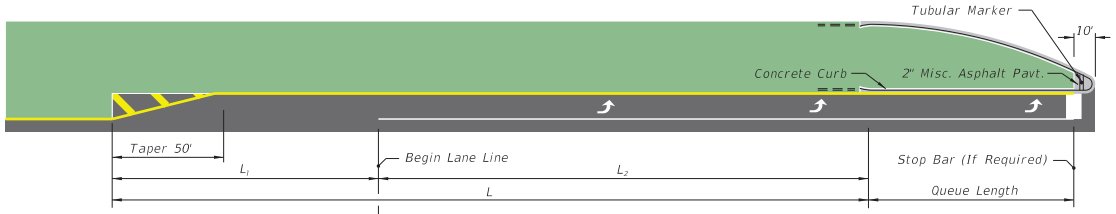


Source: NCHRP Report 457, TDOT Highway System Access Manual

MEDIAN TURN LANES
MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES					
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L (ft.)	Clearance Distance L_3 (ft.)
25	15	70	25	95	90
30	20	70	50	120	100
35	25	70	75	145	110
40	30	80	75	155	120
45	35	85	100	185	135
50	44	105	185	290	160
55	48	125	225	350	195
60	52	145	260	405	230
65	55	170	290	460	270
70	58	200	325	525	300

NOTE:

1) For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
   - Entry Speed of 40 mph
   - Brake to stop distance (L_2) of 135 ft.
   - Total deceleration distance (L) of 240 ft.

2) For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2025

EXHIBIT 8: FDOT CONCEPTUAL APPROVAL

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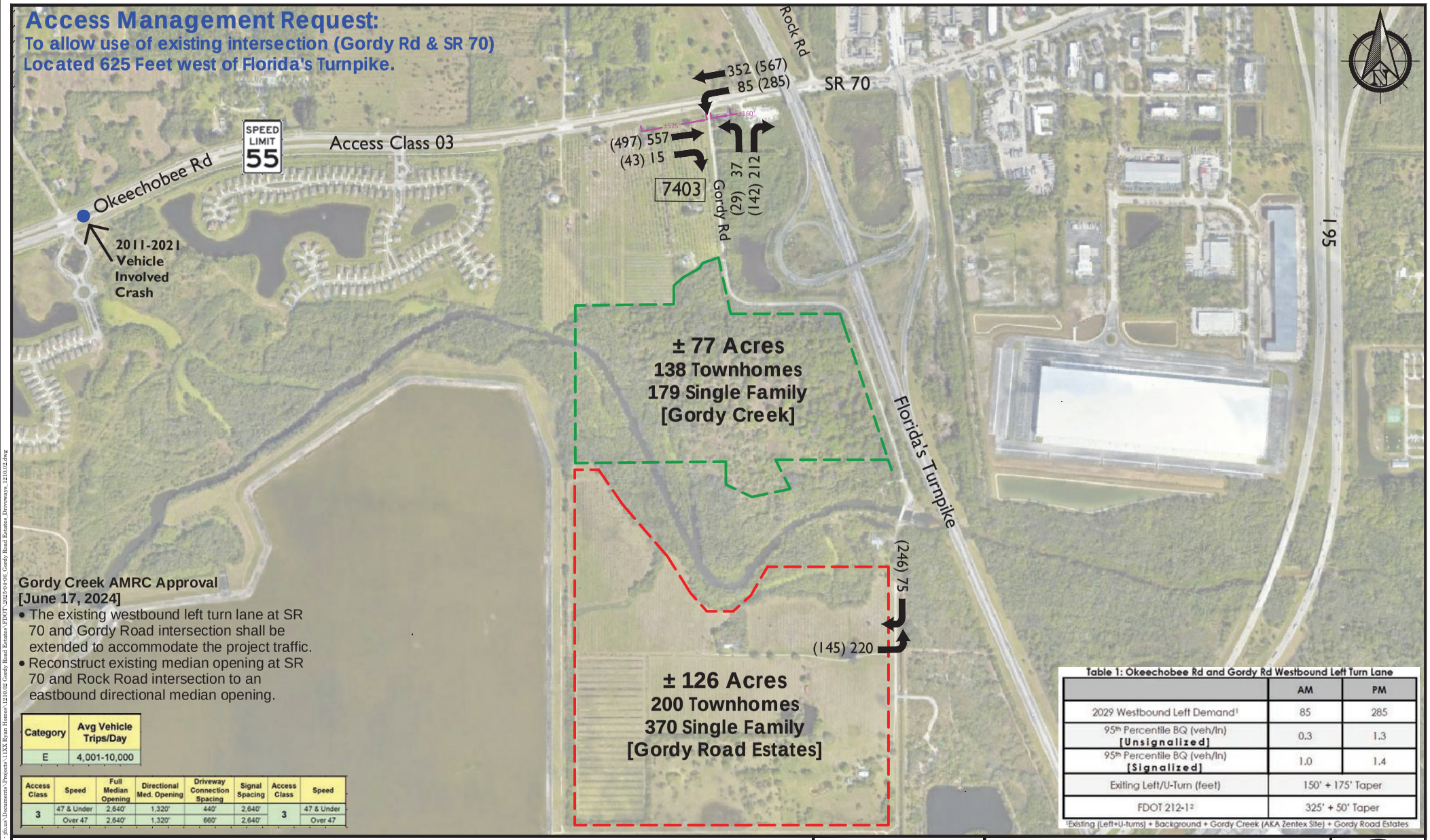

Gordy Road Estates + Gordy Creek 2025-04-07

2029 Peak Hour Volumes

LEGEND

AM Peak Hour = XX
PM Peak Hour = (XY)
Daily = YY

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

August 4, 2025

Dr. Juan F. Ortega, P.E.
JFO GROUP INC
6671 W. Indiantown Rd, Suite 50-324, Jupiter, FL 33458

Dear Dr. Juan F. Ortega, P.E.,

RE: Variance Committee Review to allow for **Category E Driveway**
Applicant/Property Owner: Varn Groves Inc. Hickory Branch Properties Inc,
St. Lucie County **Unincorporated** **State Road:** 70 **Section:** 94030000 **MP:** 20.1
Access Class: 03 **Posted Speed:** 55 mph **SIS:** Influence Area
Site Acreage: 126 Acres **Development Size:** 200 Townhome Units; 307 Single-Family Homes
Project Name & Address: Gordy Road Estates - 3601 Gordy Rd, Fort Pierce, FL
AMRC Meeting Date: 4/11/2025, 9:45 AM

Request: Signalize the existing full access median opening at the intersection of Gordy Road & SR 70, located approximately 850 feet west of Rock Road.

This request is: **Approved with Conditions**

Conditions / Comments:

- ☐ **The existing westbound left turn lane at SR 70 & Gordy Road intersection shall be extended to accommodate the project traffic. The left turn lane shall meet the minimum requirements in the Florida Design Manual (FDM). A queueing analysis shall be submitted at the time of permit to determine the required queue length.**

- ☐ **A right turn lane is required and shall meet the minimum requirements in the Florida Design Manual (FDM) and shall provide space for a buffered bicycle lane.**

- ☐ **Coordinate with Florida Turnpike (bassel.kassem@dot.state.fl.us) regarding Project 446580.1 and the potential signalized interchange installation at the intersection of Gordy Road & SR 70.**

- ☐ **Coordinate with Jeffrey Robbert, P.E. regarding FDOT Work Program Project 447653.1.**

- ☐ **An Intersection Control Evaluation (ICE) Analysis is required for the signalization request.**

- ☐ **A bond for the design and construction of a traffic signal shall be posted with the County for a two-year period following the issuance of Final Certificate of Occupancy (CO) for all units. If it is determined that a traffic signal is warranted at the intersection of Gordy Road & SR 70, the bond funds shall be used to design and construct the traffic signal via Department Construction Agreement.**

- All existing driveways not approved in this letter must be fully removed and the area restored.
- Drainage mitigation is required for any impacts within FDOT right-of-way (i.e. increased runoff or reduction of existing storage.

Dr. Juan F. Ortega, P.E. – Gordy Road Estates Access Management Review Committee Letter

- A Storm Water Pollution Prevention Plan must be submitted with the application if there will be more than one acre of "disturbed area" (as defined by the Florida Department of Environmental Protection (FDEP)
- If additional right-of-way is required to implement the proposed improvements, the applicant shall donate the right-of-way to the Department.

Comments:
Please note that the dimensions between driveways are measured from the near edge of pavement to near edge of pavement and dimensions between median openings are measured from centerline to centerline unless otherwise indicated.

The purpose of this letter is to document the conceptual review of the approximate location of driveway(s) to the State Highway system and to note any required improvements. Earlier Department decisions on this request shall be voided unless expressly approved herein. If the above concept is approved, the applicant may submit engineering plans to the Department for permitting. The Department's personnel shall review these plans for compliance with this letter as well as current Department standards and/or specifications. Final design must consider the existing roadway profile and any impacts to the existing drainage system. **Please note that this letter does not guarantee permit approval.** The permit may be denied based on the review of the submitted engineering plans. Be aware that any approved median openings may be modified (or closed) in the future, at the sole discretion of the Department.

Committee approvals and conditions which are at variance with Department rules or standards are not binding in the permitting process for more than **12 months**.

Please contact the District Traffic Operations Access Manager - Tel. # 954-777-4363 or e-mail: D4AccessManagement@dot.state.fl.us with any questions regarding the Pre-Approval Letter.

For right-of-way dedication requirements go to: https://osp.fdot.gov: Click on Statewide Permit News. Scroll down to District 4. Scroll down to Additional Information and Examples and choose Right-of-way Donations/Dedications.

THE DISTRICT ACCESS MANAGEMENT REVIEW COMMITTEE

	With the above ruling I	Agree	Disagree	
Jonathan Overton, P.E. District Traffic Operations Engineer	DocuSigned by: Jonathan Overton D1128312655D45A...	X		August 4, 2025
John Olson, P.E. District Design Engineer	Signed by: John Olson D38BA4C842F840E...	X		August 4, 2025
Antonio Castro, P.E. District Maintenance Engineer	DocuSigned by: E4936E24FD0D4BD...	X		August 4, 2025

cc: Nesa Harden
File S:\Transportation Operations\Traffic Operations\Access Management\1. Pre-Apps and Variance\2025-04-11 AMRC\AMRC 02 94030000 MP 20.20 SR 70 Gordy Road Estates\94030000 MP 20.20 SR 70 Gordy Road Estates.docx

EXHIBIT 9: SIGNAL WARRANT ANALYSIS

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Revised June 16, 2025
April 7, 2025

Sent via e-mail: vmusso@nvrinc.com

Vincent Musso/Jon Cherry
Ryan Homes | Land Entitlement Manager
1450 Centerpark Blvd. Suite 340
West Palm Beach, FL 33401

Re: GORDY ROAD ESTATES (ST LUCIE COUNTY)
OKEECHOBEE RD & GORDY RD • SIGNAL WARRANT ANALYSIS
Parcel IDs 2326-434-0000-000-0/-413-0000-000-5/-413-0001-000-2

JFO Group Inc. has been retained to prepare a signal warrant analysis to assess the potential need for signalization at the intersection of Okeechobee Road and Gordy Road associated with the proposed site plan for the Gordy Road Estates project, a ±126-acre development featuring 200 townhomes and 370 single-family homes.

Exhibit 1 presents the trip generation estimates for the proposed project. As illustrated, the planned development is expected to generate approximately 4,719 daily trips, with 330 trips (84 inbound / 246 outbound) during the AM peak hour and 447 trips (281 inbound / 166 outbound) during the PM peak hour. Exhibit 2 provides a conceptual site plan for the proposed project.

Figure 1 : Project Location

Exhibit 3 presents population projections for St. Lucie County from the University of Florida's Bureau of Economic and Business Research (BEBR). To ensure a conservative analysis, a medium growth rate of 1.50% was applied to the April 2, 2025, traffic counts, which were adjusted with PSF=1.0 since the field data was collected during peak season. Exhibit 4 provides a summary of the field data collection.

12-hour turning movement volumes from 7AM to 7PM were calculated at the subject intersection using field data and percentage of daily traffic coefficients from the 11th Edition of the Trip Generation Manual from the Institute of Transportation Engineers (ITE). Refer to Exhibit 5 for details.

During the FDOT pre-application meeting for the Gordy Estates project on March 20, 2025, FDOT requested a signal warrant analysis that includes trips generated by the "Zentex - Gordy Road south of SR-70, Fort Pierce" project. Exhibit 6 contains a copy of the AMRC approval for the Zentex project. The Zentex AMRC approval allows the Zentex project to maintain the existing full median opening at the Gordy Road and SR-70 intersection, extend the existing westbound left-turn lane at SR-70 and Gordy Road, and modify the median opening at the SR-70 and Rock Road intersection to an eastbound directional median opening. It sems that the Zentex project did not submit to FDOT a signal warrant analysis for review.

The closest signalized intersection to the project is at Okeechobee Road and Kings Highway (SR 713), approximately 1,500 feet east of the study intersection.

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T: (561) 462-5364 • F: (561) 465-8044 • info@jfo.us

The Manual on Uniform Traffic Control Devices (MUTCD) includes nine signal warrants; however, this analysis evaluates only three: Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, and Peak Hour. The remaining warrants were deemed either not applicable to this location or could not be assessed due to a lack of necessary data.

Exhibit 7 presents the HCS2024 Warrants Report based on projected 2029 conditions—the anticipated buildout year for the Gordy Road Estates project, assuming the Zentex project is also fully developed by that time. Exhibit 8 features the most recent crash data analysis for St. Lucie County, prepared by the St. Lucie Transportation Planning Organization. The full report is available online at http://www.stlucietpo.org/documents/SpeedKillsAnalysis2021.pdf

According to the *Manual on Uniform Traffic Control Devices (MUTCD)* for Streets and Highways, a traffic signal should be installed if one or more signal warrants are met. However, FDOT District 4 accepts Warrant 1 (Eight-Hour Vehicular Volume) and Warrant 7 to be met for a new traffic signal to be approved. This analysis indicates that the Okeechobee Road and Gordy Road intersection meets *Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume and Warrant 3: Peak Hour* at project buildout in 2029 but does not meet *Warrant 7: Crash Experience*.

As required during the pre-application meeting on March 20, 2025, Exhibit 9 includes Synchro 12 (HCM 7) analyses for both AM and PM peak hours to assess the adequacy of the existing westbound U-turn/left-turn lane serving the project site and including the Zentex site trips as background traffic. Table 1 summarizes the results of the HCM analyses. As shown in Table 1, the existing westbound U-turn/left-turn lane will be sufficient to accommodate existing, forecasted, and project-related left-turn traffic at full buildout in 2029.

Table 1: Okeechobee Rd and Gordy Rd Westbound Left Turn Lane

	AM	PM
2029 Westbound Left Demand[1]	85	285
95th Percentile BQ (veh/ln) **[Unsignalized]**	0.3	1.3
95th Percentile BQ (veh/ln) **[Signalized]**	1.0	1.4
Exiting Left/U-Turn (feet)	150' + 175' Taper	
FDOT 212-1[2]	325' + 50' Taper	

[1]Existing (Left+U-turns) + Background + Gordy Creek (AKA Zentex Site) + Gordy Road Estates

Exhibit 10 includes a signal warrant analysis for the Gordy Creek project (also known as the Zentex project), excluding Gordy Road Estates. The analysis demonstrates that by the project's buildout year of 2029, Gordy Creek satisfies the criteria for *Warrant 1: Eight-Hour Vehicular Volume, Warrant 2: Four-Hour Vehicular Volume,* and *Warrant 3: Peak Hour*. In addition, for validation purposes Exhibit 10 includes FDOT's 2023 24-hour synopsis data for Okeechobee Road, just west of Gordy Road. Additionally, Exhibit 10 features the 2045 Cost Feasible Plan for St. Lucie County, the most recent plans for FDOT Financial Project ID 447653-1-52-01, and GIS screenshots displaying prior development projects and currently active projects in the vicinity of Gordy Road Estates.

[1] Asumes 15% Trips from/to the west and 85% from/to the east.
[2] Total Decel. Distance: 350' + Queue Length: 25'

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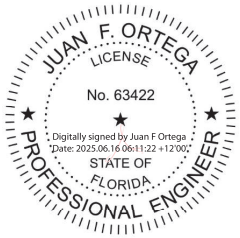
In conclusion, in accordance with FDOT policies, a traffic signal is warranted at the intersection of Okeechobee Road and Gordy Road. As such, the installation of a traffic signal at this location is recommended at project buildout—whether for Gordy Road Estates or Gordy Creek. If both projects are developed at the same time and considering the expected daily traffic, it is recommended that Gordy Road Estates cover 64% of the cost for the signal and related intersection improvements, with Gordy Creek contributing the remaining 36%.

Additionally, regardless of signal installation, it is recommended that the westbound left-turn lane at Okeechobee Road and Gordy Road be reconstructed to provide approximately 325 feet of vehicle stacking and a 50-foot taper. Similarly, it is recommended that the eastbound left-turn lane at Okeechobee Road and Rock Road be modified to accommodate ±325 feet of stacking and a 50-foot taper.

Finally, if a traffic signal is not implemented at this time, it is recommended to construct an eastbound right-turn lane at Okeechobee Road and Gordy Road, consisting of 300 feet of storage and a 50-foot taper, totaling 350 feet in length.

Sincerely,

JFO GROUP INC
COA Number 32276



Enclosures:
Exhibit 1: Trip Generation
Exhibit 2: Conceptual Site Plan
Exhibit 3: BEBR Population Growth
Exhibit 4: Field Data Collection
Exhibit 5: Intersection Volume Development
Exhibit 6: Zentex AMRC Approval
Exhibit 7: Signal Warrant Analysis
Exhibit 8: Crash Data (2011-2021)
Exhibit 9: HCM Operational Analyses
Exhibit 10: Additional Analyses and Excerpts
Exhibit 11: FDOT Review

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EXHIBIT 10: SYNCHRO ANALYSES

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Intersection Volume Development

Gordy Road and Okeechobee Road

Gordy Road Estates

Input Data

GR	=	1.88%
Peak Season	=	1.00
Traffic Count Year	=	2025
Buildout Year	=	2030
Years	=	5

AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
79	233	266	156	**Gordy Road Estates**

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 2-Apr-25	-	525	2	13	332	-	0	-	3	-	-	-
Peak Season Volume	-	525	2	13	332	-	0	-	3	-	-	-
2030 Historic Growth	-	576	2	14	364	-	0	-	3	-	-	-
Major Project Traffic	-	-	-	-	-	-	-	-	-	-	-	-
Major Project Traffic + 1% growth	-	552	2	14	349	-	0	-	3	-	-	-
% Project Traffic (Gordy Road Estates)	-	-	10%	90%	-	-	10%	-	90%	-	-	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	-	OUT	-	-	-
Project Traffic	-	-	8	71	-	-	23	-	210	-	-	-
2030 Total Traffic	**-**	**576**	**10**	**85**	**364**	**-**	**23**	**-**	**213**	**-**	**-**	**-**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 2-Apr-25	-	468	1	43	534	-	4	-	1	-	-	-
Peak Season Volume	-	468	1	43	534	-	4	-	1	-	-	-
2030 Historic Growth	-	514	1	47	586	-	4	-	1	-	-	-
Major Project Traffic	-	-	-	-	-	-	-	-	-	-	-	-
Major Project Traffic + 1% growth	-	492	1	45	561	-	4	-	1	-	-	-
% Project Traffic (Gordy Road Estates)	-	-	10%	90%	-	-	10%	-	90%	-	-	-
Project Traffic Direction	-	-	IN	IN	-	-	OUT	-	OUT	-	-	-
Project Traffic	-	-	27	239	-	-	16	-	140	-	-	-
2030 Total Traffic	**-**	**514**	**28**	**286**	**586**	**-**	**20**	**-**	**141**	**-**	**-**	**-**

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	576	10	85	364	23	213
Future Volume (vph)	576	10	85	364	23	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	155		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			165		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997				0.878	
Flt Protected			0.950		0.995	
Satd. Flow (prot)	3529	0	1770	3539	1627	0
Flt Permitted			0.950		0.995	
Satd. Flow (perm)	3529	0	1770	3539	1627	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	450			881	338	
Travel Time (s)	10.2			20.0	7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	606	11	89	383	24	224
Shared Lane Traffic (%)						
Lane Group Flow (vph)	617	0	89	383	248	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.4%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	576	10	85	364	23	213
Future Vol, veh/h	576	10	85	364	23	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	155	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	606	11	89	383	24	224

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	617	0	982	308
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	371	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	959	-	246	687
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	959	-	223	687
Mov Cap-2 Maneuver	-	-	-	-	223	-
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	606	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.73	16.05
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	572	-	-	959	-
HCM Lane V/C Ratio	0.435	-	-	0.093	-
HCM Ctrl Dly (s/v)	16	-	-	9.1	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	2.2	-	-	0.3	-

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	514	28	286	586	20	141
Future Volume (vph)	514	28	286	586	20	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	155		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			165		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.992				0.882	
Flt Protected			0.950		0.994	
Satd. Flow (prot)	3511	0	1770	3539	1633	0
Flt Permitted			0.950		0.994	
Satd. Flow (perm)	3511	0	1770	3539	1633	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	450			881	338	
Travel Time (s)	10.2			20.0	7.7	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	541	29	301	617	21	148
Shared Lane Traffic (%)						
Lane Group Flow (vph)	570	0	301	617	169	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	20			20	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	50.8%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	514	28	286	586	20	141
Future Vol, veh/h	514	28	286	586	20	141
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	155	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	541	29	301	617	21	148

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	571	0	1466	285
Stage 1	-	-	-	-	556	-
Stage 2	-	-	-	-	911	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	998	-	119	712
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	353	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	998	-	83	712
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	538	-
Stage 2	-	-	-	-	246	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	3.33	23
HCM LOS			C

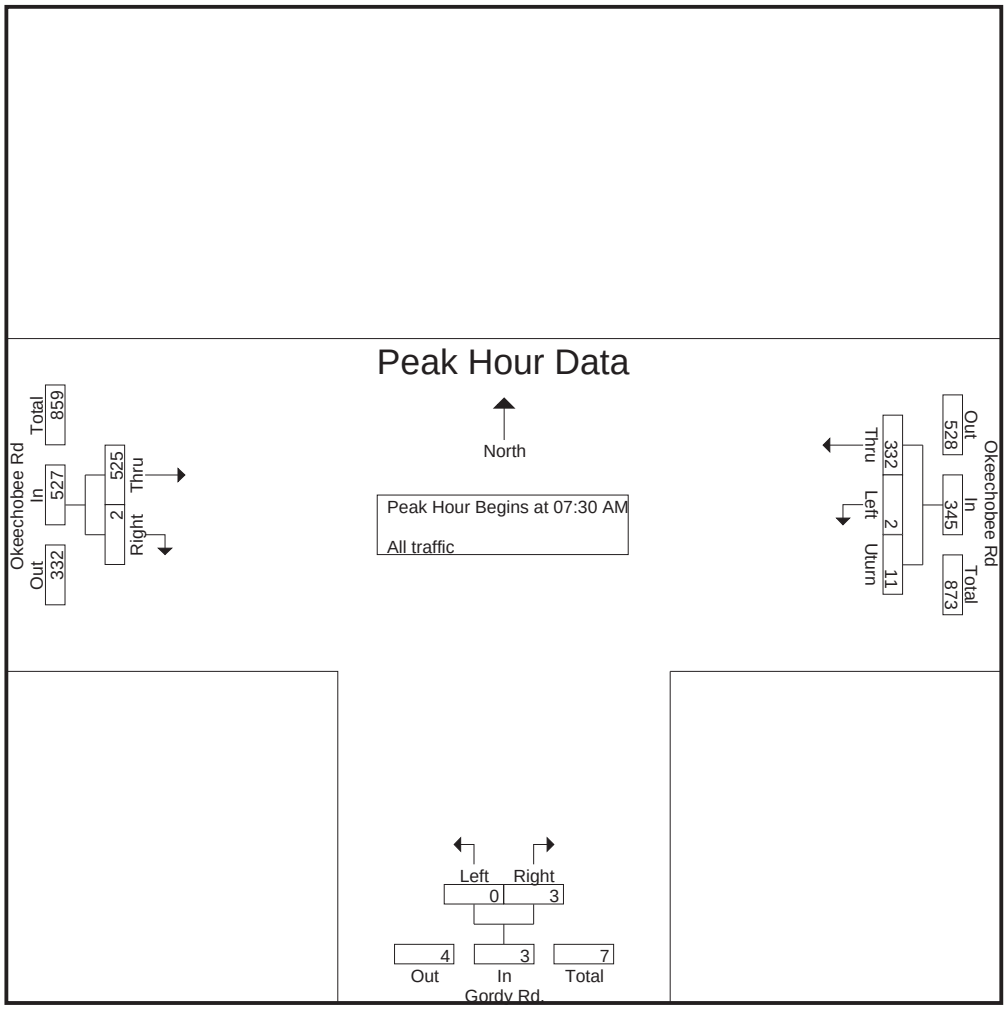
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	366	-	-	998	-
HCM Lane V/C Ratio	0.462	-	-	0.302	-
HCM Ctrl Dly (s/v)	23	-	-	10.2	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.4	-	-	1.3	-

KMF Traffic Group, LLC
(772) 924-6993
www.kmftraffic.net

Manual traffic count - All traffic
Okeechobee Rd and Gordy Rd
Port St Lucie, FL

File Name : OKEE-O
Site Code : JO2505
Start Date : 4/2/2025

	Gordy Rd. NB			Okeechobee Rd EB			Okeechobee Rd WB				
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Uturn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	0	168	1	169	0	84	1	85	254
07:45 AM	0	3	3	124	0	124	1	81	1	83	210
08:00 AM	0	0	0	112	1	113	0	80	6	86	199
08:15 AM	0	0	0	121	0	121	1	87	3	91	212
Total Volume	0	3	3	525	2	527	2	332	11	345	875
% App. Total	0	100		99.6	0.4		0.6	96.2	3.2		
PHF	.000	.250	.250	.781	.500	.780	.500	.954	.458	.948	.861



KMF Traffic Group, LLC
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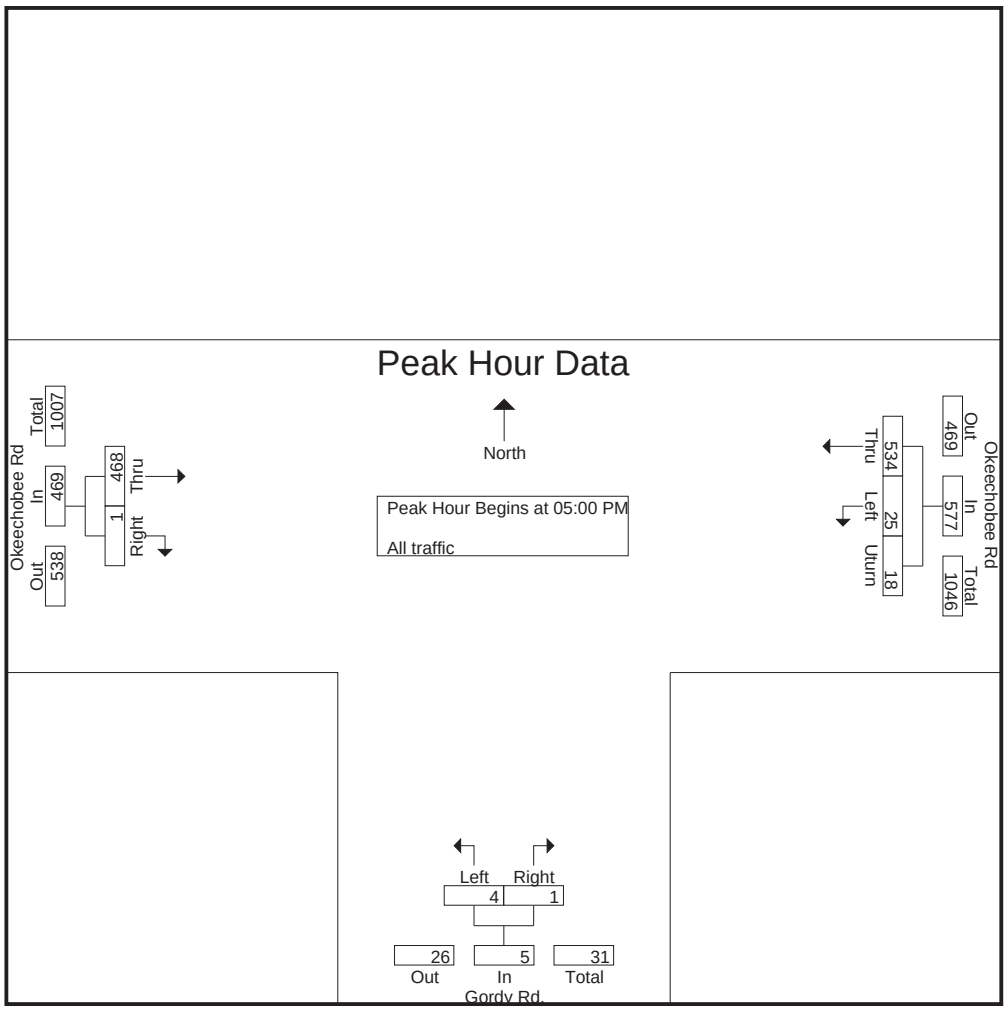
Manual traffic count - All traffic
Okeechobee Rd and Gordy Rd
Port St Lucie, FL

File Name : OKEE-O
Site Code : JO2505
Start Date : 4/2/2025

	Gordy Rd. NB			Okeechobee Rd EB			Okeechobee Rd WB				
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	Uturn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	3	0	3	119	0	119	5	129	5	139	261
05:15 PM	0	0	0	112	0	112	12	154	5	171	283
05:30 PM	0	0	0	113	0	113	7	110	5	122	235
05:45 PM	1	1	2	124	1	125	1	141	3	145	272
Total Volume	4	1	5	468	1	469	25	534	18	577	1051
% App. Total	80	20		99.8	0.2		4.3	92.5	3.1		
PHF	.333	.250	.417	.944	.250	.938	.521	.867	.900	.844	.928



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.01	1.10
2	01/07/2024 - 01/13/2024	1.01	1.10
3	01/14/2024 - 01/20/2024	1.01	1.10
4	01/21/2024 - 01/27/2024	0.98	1.07
* 5	01/28/2024 - 02/03/2024	0.94	1.02
* 6	02/04/2024 - 02/10/2024	0.91	0.99
* 7	02/11/2024 - 02/17/2024	0.88	0.96
* 8	02/18/2024 - 02/24/2024	0.88	0.96
* 9	02/25/2024 - 03/02/2024	0.89	0.97
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.90	0.98
*12	03/17/2024 - 03/23/2024	0.91	0.99
*13	03/24/2024 - 03/30/2024	0.92	1.00
*14	03/31/2024 - 04/06/2024	0.93	1.01
*15	04/07/2024 - 04/13/2024	0.94	1.02
*16	04/14/2024 - 04/20/2024	0.95	1.03
*17	04/21/2024 - 04/27/2024	0.96	1.04
18	04/28/2024 - 05/04/2024	0.98	1.07
19	05/05/2024 - 05/11/2024	0.99	1.08
20	05/12/2024 - 05/18/2024	1.01	1.10
21	05/19/2024 - 05/25/2024	1.02	1.11
22	05/26/2024 - 06/01/2024	1.04	1.13
23	06/02/2024 - 06/08/2024	1.05	1.14
24	06/09/2024 - 06/15/2024	1.07	1.16
25	06/16/2024 - 06/22/2024	1.08	1.17
26	06/23/2024 - 06/29/2024	1.08	1.17
27	06/30/2024 - 07/06/2024	1.09	1.18
28	07/07/2024 - 07/13/2024	1.10	1.20
29	07/14/2024 - 07/20/2024	1.11	1.21
30	07/21/2024 - 07/27/2024	1.10	1.20
31	07/28/2024 - 08/03/2024	1.10	1.20
32	08/04/2024 - 08/10/2024	1.09	1.18
33	08/11/2024 - 08/17/2024	1.09	1.18
34	08/18/2024 - 08/24/2024	1.09	1.18
35	08/25/2024 - 08/31/2024	1.09	1.18
36	09/01/2024 - 09/07/2024	1.09	1.18
37	09/08/2024 - 09/14/2024	1.09	1.18
38	09/15/2024 - 09/21/2024	1.10	1.20
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.06	1.15
41	10/06/2024 - 10/12/2024	1.04	1.13
42	10/13/2024 - 10/19/2024	1.03	1.12
43	10/20/2024 - 10/26/2024	1.01	1.10
44	10/27/2024 - 11/02/2024	1.00	1.09
45	11/03/2024 - 11/09/2024	0.99	1.08
46	11/10/2024 - 11/16/2024	0.98	1.07
47	11/17/2024 - 11/23/2024	0.98	1.07
48	11/24/2024 - 11/30/2024	0.99	1.08
49	12/01/2024 - 12/07/2024	0.99	1.08
50	12/08/2024 - 12/14/2024	1.00	1.09
51	12/15/2024 - 12/21/2024	1.01	1.10
52	12/22/2024 - 12/28/2024	1.01	1.10
53	12/29/2024 - 12/31/2024	1.01	1.10

* PEAK SEASON

Intersection Volume Development

Rock Road and Okeechobee Road
Gordy Road Estates

Input Data

GR	=	1.88%
Peak Season	=	1.18
Traffic Count Year	=	2025
Buildout Year	=	2030
Years	=	5

AM Peak Hour		PM Peak Hour		
In	Out	In	Out	
79	233	266	156	**Gordy Road Estates**

AM Peak Hour

AM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 28-Aug-25	7	611	-	-	391	9	-	-	-	8	-	3
Peak Season Volume	8	721	-	-	461	11	-	-	-	9	-	4
2030 Historic Growth	9	791	-	-	506	12	-	-	-	10	-	4
Major Project Traffic	-	-	-	-	-	-	-	-	-	-	-	-
Major Project Traffic + 1% growth	8	758	-	-	485	12	-	-	-	9	-	4
% Project Traffic (Gordy Road Estates)	-	90%	-	-	90%	-	-	-	-	-	-	-
Project Traffic Direction	-	OUT	-	-	IN	-	-	-	-	-	-	-
Project Traffic	-	210	-	-	71	-	-	-	-	-	-	-
2030 Total Traffic	**9**	**1,001**	**-**	**-**	**577**	**12**	**-**	**-**	**-**	**10**	**-**	**4**

PM Peak Hour

PM	Eastbound			Westbound			Northbound			Southbound		
	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT	LT	Thru	RT
Volume 28-Aug-25	3	457	-	-	629	17	-	-	-	6	-	5
Peak Season Volume	4	539	-	-	742	20	-	-	-	7	-	6
2030 Historic Growth	4	592	-	-	814	22	-	-	-	8	-	7
Major Project Traffic	-	-	-	-	-	-	-	-	-	-	-	-
Major Project Traffic + 1% growth	4	566	-	-	780	21	-	-	-	7	-	6
% Project Traffic (Gordy Road Estates)	-	90%	-	-	90%	-	-	-	-	-	-	-
Project Traffic Direction	-	OUT	-	-	IN	-	-	-	-	-	-	-
Project Traffic	-	140	-	-	239	-	-	-	-	-	-	-
2030 Total Traffic	**4**	**732**	**-**	**-**	**1,053**	**22**	**-**	**-**	**-**	**8**	**-**	**7**

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	1001	577	12	10	4
Future Volume (vph)	9	1001	577	12	10	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	150				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997		0.964	
Flt Protected	0.950				0.965	
Satd. Flow (prot)	1770	3539	3529	0	1733	0
Flt Permitted	0.950				0.965	
Satd. Flow (perm)	1770	3539	3529	0	1733	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		881	274		367	
Travel Time (s)		20.0	6.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	9	1054	607	13	11	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	1054	620	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	1001	577	12	10	4
Future Vol, veh/h	9	1001	577	12	10	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	215	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	1054	607	13	11	4

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	620	0	-	0	1159	310
Stage 1	-	-	-	-	614	-
Stage 2	-	-	-	-	546	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	956	-	-	-	189	686
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	956	-	-	-	187	686
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	498	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	21.26
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	956	-	-	-	236
HCM Lane V/C Ratio	0.01	-	-	-	0.062
HCM Ctrl Dly (s/v)	8.8	-	-	-	21.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	732	1053	22	8	7
Future Volume (vph)	4	732	1053	22	8	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	215			0	0	0
Storage Lanes	1			0	1	0
Taper Length (ft)	150				25	
Lane Util. Factor	1.00	0.95	0.95	0.95	1.00	1.00
Frt			0.997		0.937	
Flt Protected	0.950				0.974	
Satd. Flow (prot)	1770	3539	3529	0	1700	0
Flt Permitted	0.950				0.974	
Satd. Flow (perm)	1770	3539	3529	0	1700	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		881	274		367	
Travel Time (s)		20.0	6.2		8.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4	771	1108	23	8	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	771	1131	0	15	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	732	1053	22	8	7
Future Vol, veh/h	4	732	1053	22	8	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	215	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	771	1108	23	8	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1132	0	-	0	1514	566
Stage 1	-	-	-	-	1120	-
Stage 2	-	-	-	-	394	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	613	-	-	-	110	468
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	651	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	613	-	-	-	110	468
Mov Cap-2 Maneuver	-	-	-	-	110	-
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	651	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	28.24
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	613	-	-	-	171
HCM Lane V/C Ratio	0.007	-	-	-	0.093
HCM Ctrl Dly (s/v)	10.9	-	-	-	28.2
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

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Manual traffic count - All traffic
Okeechobee Rd and Rock Rd
Fort pierce, FL

File Name : OKE-RCK
Site Code : JO2521
Start Date : 8/28/2025
Page No : 1

Groups Printed- All traffic

	Rock Rd SB		Okeechobee Rd EB		Okeechobee Rd WB		
Start Time	Left	Right	Left	Thru	Thru	Right	Int. Total
07:00 AM	2	0	2	145	64	3	216
07:15 AM	3	0	1	147	95	2	248
07:30 AM	1	2	3	169	109	3	287
07:45 AM	2	1	1	150	123	1	278
Total	8	3	7	611	391	9	1029
08:00 AM	0	0	0	105	76	10	191
08:15 AM	1	1	0	119	91	1	213
08:30 AM	1	0	1	152	92	3	249
08:45 AM	1	0	1	132	74	4	212
Total	3	1	2	508	333	18	865
*** PM ***							
04:00 PM	0	2	0	113	142	3	260
04:15 PM	0	0	1	113	147	6	267
04:30 PM	2	1	0	110	165	4	282
04:45 PM	0	1	0	117	154	4	276
Total	2	4	1	453	608	17	1085
05:00 PM	4	1	1	107	165	4	282
05:15 PM	0	2	2	123	145	5	277
05:30 PM	0	2	1	134	134	6	277
05:45 PM	2	4	2	124	119	2	253
Total	6	9	6	488	563	17	1089
Grand Total	19	17	16	2060	1895	61	4068
Apprch %	52.8	47.2	0.8	99.2	96.9	3.1	
Total %	0.5	0.4	0.4	50.6	46.6	1.5	

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Manual traffic count - All traffic
Okeechobee Rd and Rock Rd
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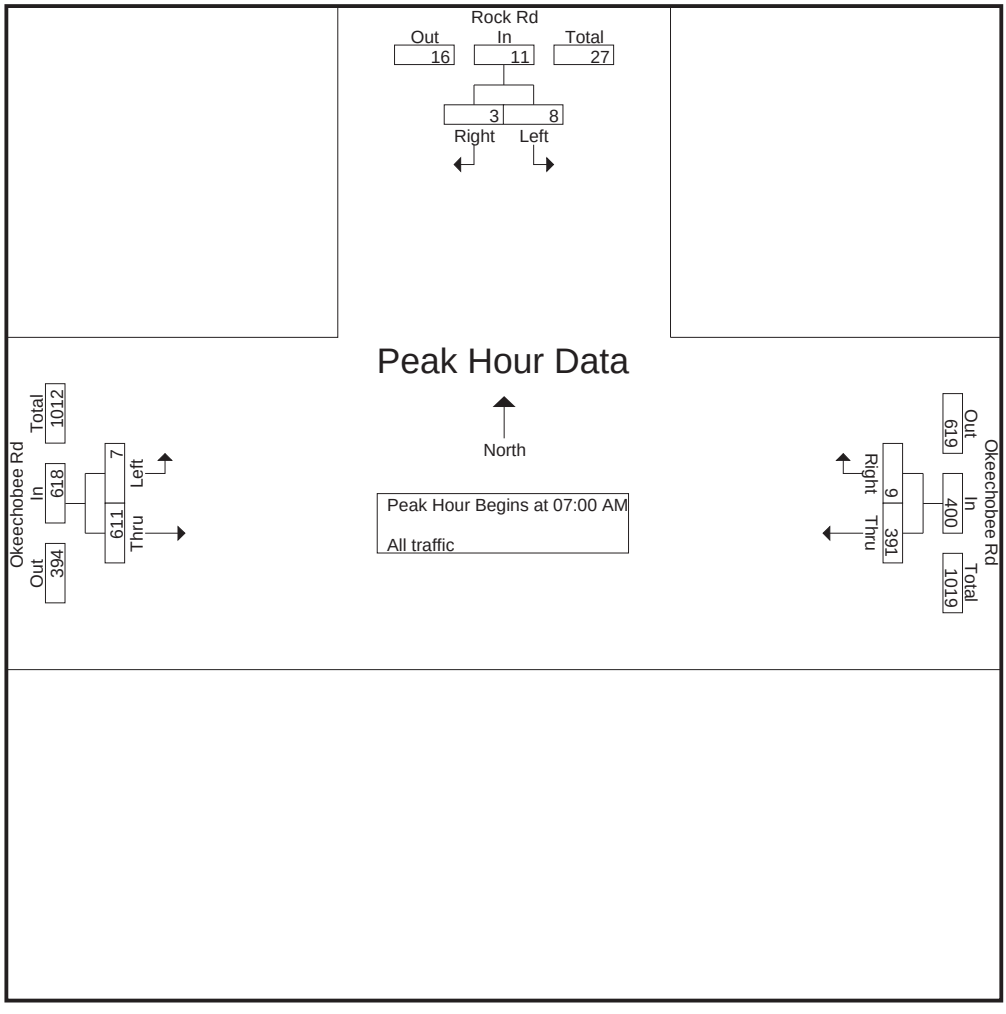
File Name : OKE-RCK
Site Code : JO2521
Start Date : 8/28/2025
Page No : 2

	Rock Rd SB			Okeechobee Rd EB			Okeechobee Rd WB			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	2	0	2	2	145	147	64	3	67	216
07:15 AM	3	0	3	1	147	148	95	2	97	248
07:30 AM	1	2	3	3	169	172	109	3	112	287
07:45 AM	2	1	3	1	150	151	123	1	124	278
Total Volume	8	3	11	7	611	618	391	9	400	1029
% App. Total	72.7	27.3		1.1	98.9		97.8	2.2		
PHF	.667	.375	.917	.583	.904	.898	.795	.750	.806	.896



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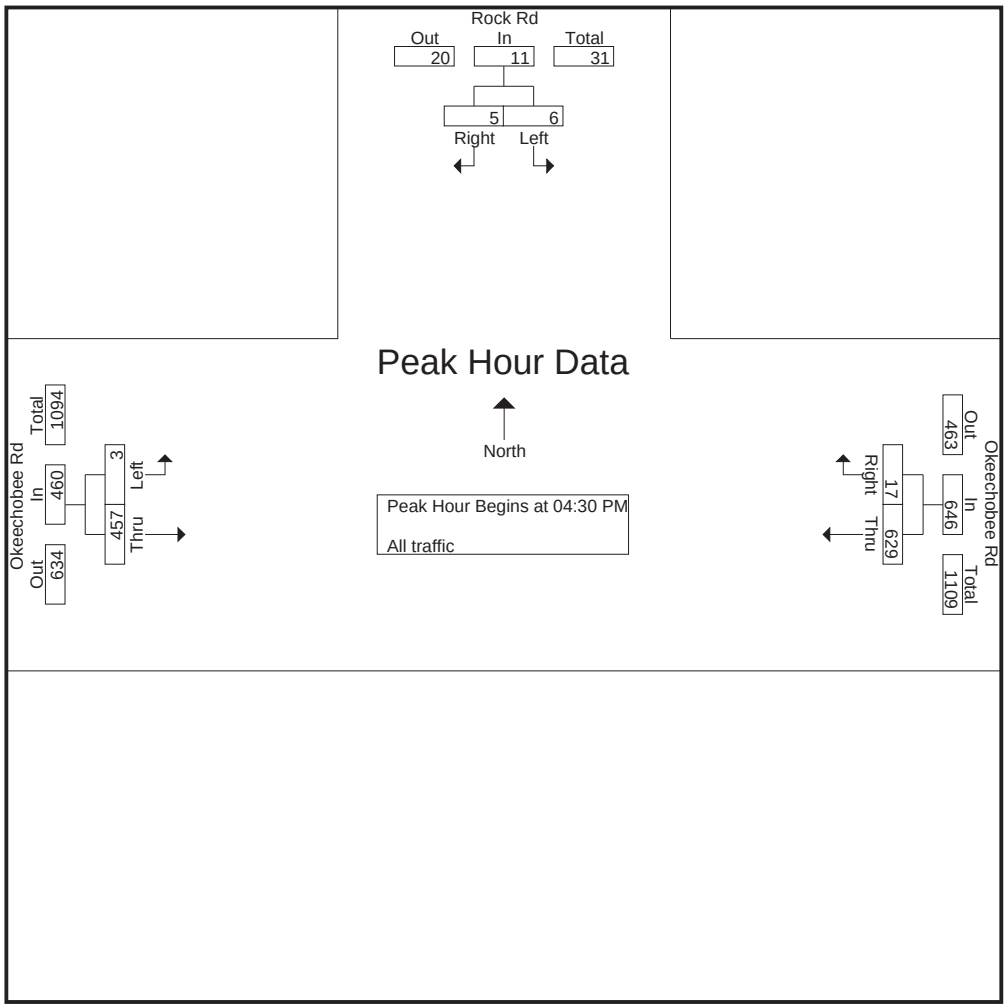
Manual traffic count - All traffic
Okeechobee Rd and Rock Rd
Fort pierce, FL

File Name : OKE-RCK
Site Code : JO2521
Start Date : 8/28/2025
Page No : 3

	Rock Rd SB			Okeechobee Rd EB			Okeechobee Rd WB			
Start Time	Left	Right	App. Total	Left	Thru	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	2	1	3	0	110	110	165	4	169	282
04:45 PM	0	1	1	0	117	117	154	4	158	276
05:00 PM	4	1	5	1	107	108	165	4	169	282
05:15 PM	0	2	2	2	123	125	145	5	150	277
Total Volume	6	5	11	3	457	460	629	17	646	1117
% App. Total	54.5	45.5		0.7	99.3		97.4	2.6		
PHF	.375	.625	.550	.375	.929	.920	.953	.850	.956	.990



2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9402 WEST-W OF I95

MOCF: 0.92

WEEK	DATES	SF	PSCF
1	01/01/2024 - 01/06/2024	1.01	1.10
2	01/07/2024 - 01/13/2024	1.01	1.10
3	01/14/2024 - 01/20/2024	1.01	1.10
4	01/21/2024 - 01/27/2024	0.98	1.07
* 5	01/28/2024 - 02/03/2024	0.94	1.02
* 6	02/04/2024 - 02/10/2024	0.91	0.99
* 7	02/11/2024 - 02/17/2024	0.88	0.96
* 8	02/18/2024 - 02/24/2024	0.88	0.96
* 9	02/25/2024 - 03/02/2024	0.89	0.97
*10	03/03/2024 - 03/09/2024	0.89	0.97
*11	03/10/2024 - 03/16/2024	0.90	0.98
*12	03/17/2024 - 03/23/2024	0.91	0.99
*13	03/24/2024 - 03/30/2024	0.92	1.00
*14	03/31/2024 - 04/06/2024	0.93	1.01
*15	04/07/2024 - 04/13/2024	0.94	1.02
*16	04/14/2024 - 04/20/2024	0.95	1.03
*17	04/21/2024 - 04/27/2024	0.96	1.04
18	04/28/2024 - 05/04/2024	0.98	1.07
19	05/05/2024 - 05/11/2024	0.99	1.08
20	05/12/2024 - 05/18/2024	1.01	1.10
21	05/19/2024 - 05/25/2024	1.02	1.11
22	05/26/2024 - 06/01/2024	1.04	1.13
23	06/02/2024 - 06/08/2024	1.05	1.14
24	06/09/2024 - 06/15/2024	1.07	1.16
25	06/16/2024 - 06/22/2024	1.08	1.17
26	06/23/2024 - 06/29/2024	1.08	1.17
27	06/30/2024 - 07/06/2024	1.09	1.18
28	07/07/2024 - 07/13/2024	1.10	1.20
29	07/14/2024 - 07/20/2024	1.11	1.21
30	07/21/2024 - 07/27/2024	1.10	1.20
31	07/28/2024 - 08/03/2024	1.10	1.20
32	08/04/2024 - 08/10/2024	1.09	1.18
33	08/11/2024 - 08/17/2024	1.09	1.18
34	08/18/2024 - 08/24/2024	1.09	1.18
35	08/25/2024 - 08/31/2024	1.09	1.18
36	09/01/2024 - 09/07/2024	1.09	1.18
37	09/08/2024 - 09/14/2024	1.09	1.18
38	09/15/2024 - 09/21/2024	1.10	1.20
39	09/22/2024 - 09/28/2024	1.08	1.17
40	09/29/2024 - 10/05/2024	1.06	1.15
41	10/06/2024 - 10/12/2024	1.04	1.13
42	10/13/2024 - 10/19/2024	1.03	1.12
43	10/20/2024 - 10/26/2024	1.01	1.10
44	10/27/2024 - 11/02/2024	1.00	1.09
45	11/03/2024 - 11/09/2024	0.99	1.08
46	11/10/2024 - 11/16/2024	0.98	1.07
47	11/17/2024 - 11/23/2024	0.98	1.07
48	11/24/2024 - 11/30/2024	0.99	1.08
49	12/01/2024 - 12/07/2024	0.99	1.08
50	12/08/2024 - 12/14/2024	1.00	1.09
51	12/15/2024 - 12/21/2024	1.01	1.10
52	12/22/2024 - 12/28/2024	1.01	1.10
53	12/29/2024 - 12/31/2024	1.01	1.10

* PEAK SEASON

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JFO GROUP INC

Traffic Engineering & Transportation Planning

We specialize in **Traffic Engineering** and **Transportation Planning** solutions in the context of **Land Development** for both public and private clients. In addition to representing our clients and projects in municipalities and counties where our expertise is required, and in front of any applicable agencies such as Departments of Transportation, we have also worked on behalf of several agencies and municipalities. **JFO GROUP INC** holds Certificates of Authorization (COA) to practice Professional Engineering in the States of **Florida, Georgia, South Carolina** and **Alabama.**

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